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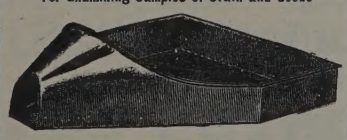
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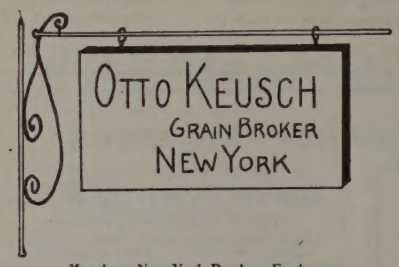
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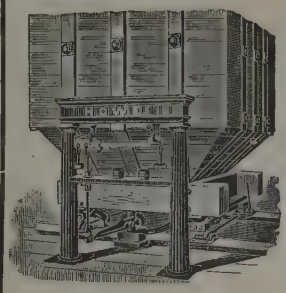
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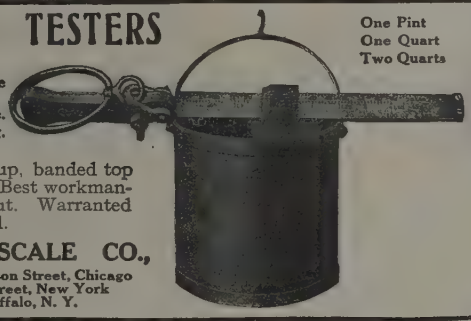
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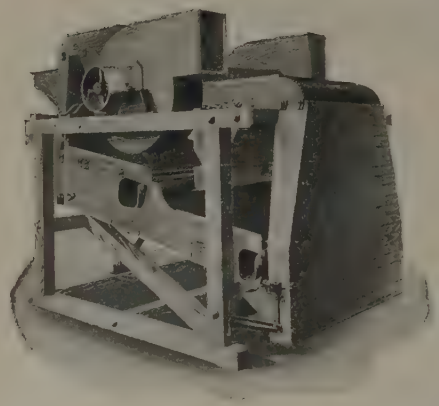
Will Make Your Life a Burden This Winter

Get a HESS DRIER and save your grain. You'll make money too, with it, beside the losses you can prevent.

Most of the big Grain Dealers have large HESS DRIERS. The smaller houses may be amply protected with our carload-a-day-machines. Price $600.00 and $900.00, f.o.b. Chicago. Ask us about them. Free Booklet.

HESS WARMING AND VENTILATING COMPANY

907 TACOMA BUILDING, CHICAGO, ILL.



1c loss per bushel on 100,000 bushels means $1,000 loss.



Lost: $150.00 on that last car of off grade corn.
Lost: $100.00 on that last car of off grade corn.
Lost: $50.00 on that last car of off grade corn.
Lost: $10.00 on that last car of off grade corn.

A Beall Rotating Corn Cleaner will stop nearly every bit of that loss. It will pay for itself in a very short time.

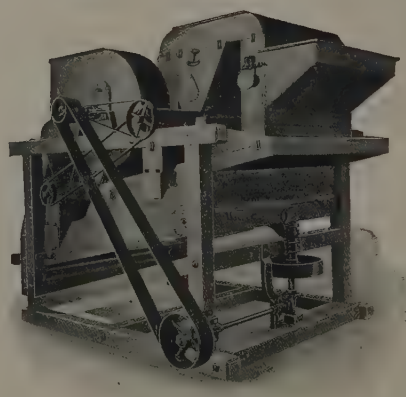
That is the reason it is *selling itself* to all who see it in actual operation.



Why lose?

Get a Beall Cleaner now.

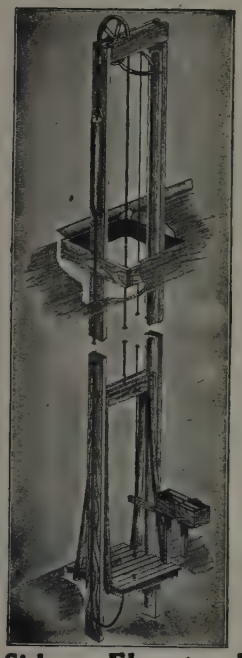
Handles Corn and Cobs
Shelled Corn,
Oats,
Wheat.



The Beall Improvements Co.

Decatur, Illinois

A Friend When in Need is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money Savers.

They are No Trouble, Easily Erected, Well Made and Reliable, The Best.

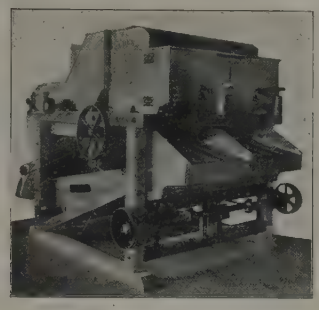
They cost no more and take one-half the space of a stairway.

Write to-day for more information.

Sidney Elevator Mfg. Co., Sidney, O.

Eureka Separators Are Always on Top

Not an Experiment
Used the World Over
In Use for Half a Century



Self-Oiling, Durable
Dustless, Automatic
Sent on 30 Days' Trial

LATEST IMPROVEMENTS

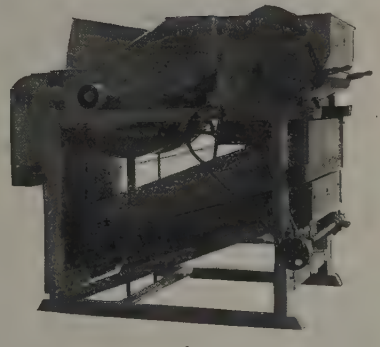
Oat Clippers, Feed Packers, Corn Shellers, Man-lifts, Gasoline and Steam Engines, Boilers, Electric Dynamos, Motors and Lamps, Belting and General Machinery, Concrete Mixers, Dump Wagons, Oils and Greases, Gas Engine and Gas Producer Plants a our Specialty.

PLEASED CUSTOMERS OUR BEST AGENTS

PROMPT SHIPMENTS

NOTH-SHARP-SAILOR CO.
Monadnock Block
Bell Phone Harrison 5597 Chicago, Ill.

INVINCIBLE COMPOUND SHAKE DUSTLESS CORN AND GRAIN CLEANER



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

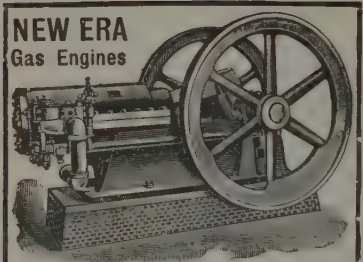
You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

INVINCIBLE GRAIN CLEANER COMPANY SILVER CREEK, N. Y.

Power for Grain Elevators.

NEW ERA
Gas Engines



And Gas Producers. Sizes, 1¼ to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO. 86 Dale Street, Dayton, Ohio, U. S. A.

The St. Mary's Machine Co.
Manufacturer of

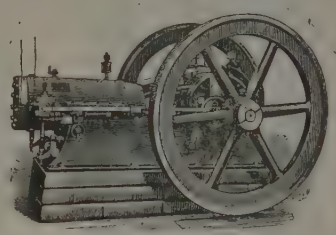


Gas and Gasoline Engines

Especially adapted for Grain Elevators and Mills

THE ST. MARY'S MACHINE CO.
St. Mary's, Ohio.

FOOS ENGINES
AND SUCTION GAS PRODUCERS



Use only 1 lb. of coal per H. P. Hour. Most reliable and economical power on earth.

The United Cigarette Machine Co. of Lynchburg, Va., writes: — "We are pleased to inform you that since the installation of the 30 H. P Producer Gas Plant, with which we are at present running our machine shop, we have had the very best of results. While we have made no accurate test as to the fuel used by this outfit, we feel safe in saying that this item does not exceed 90c. per day of 10 working hours.

Send for our 40 page catalogue No. 20 which describes the many advantages of the Foos Engine and Producer.

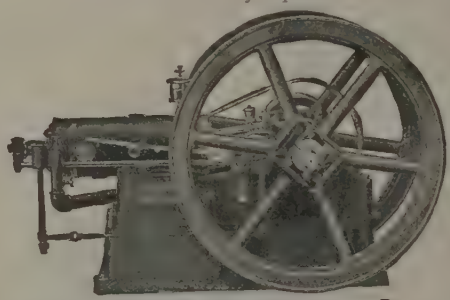
THE FOOS GAS ENGINE CO. :: SPRINGFIELD, OHIO

ELEVATOR POWERS

Whatever annoyances there are in the grain trade, the power will not be among them where dealers install the

I. H. C. Gasoline Engines

They have adaptation for all uses, and they are built in a shop where only expert machinists are employed.



"Simplicity and Efficiency"

is the builder's motto. Dependability, economy of running and long life characterize every engine that goes out. Use gas or gasoline for fuel.

VERTICAL—made in 2 and 3-H.P.

HORIZONTAL, (Stationary and Portable)—made in 4, 6, 8, 10, 12, 15 and 20-H. P.

Call on the local International Agent for catalog and particulars or write the home office.

International Harvester Company of America
(Incorporated)
7 N-N Monroe Street, - - - CHICAGO, ILL., U. S. A.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price $1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

The Gas and Gasoline Engine and Its Age

Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It is well bound in cloth covers, printed on book paper and of convenient size. Profusely illustrated. Price, $1.00.

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Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. **Price $1.50.**

GRAIN DEALERS JOURNAL, 255 LaSalle St., Chicago, Ill.

Sales, Shipments and Returns

A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

Each of its 152 pages of heavy linen ledger, is 10¼ x 16¾ inches contain lines, so that records of over 2,200 cars can be entered. Bound in heavy canvass.

Order Form 14AA. Price $2.00.

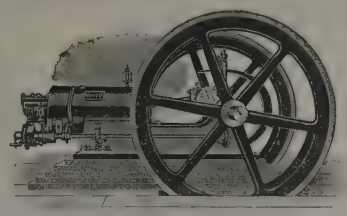
GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

EDISON
PRIMARY BATTERIES

Copper oxide batteries have a capacity of work per unit weight greater than that of any other type, either primary or secondary. Edison Batteries are the most improved type of copper oxide batteries.

If you want the cheapest and most dependable form of electrical energy, write for literature describing it.

EDISON MANUFACTURING CO.
304 Wabash Ave., Chicago, Ill.



WITTE GAS AND GASOLINE ENGINES

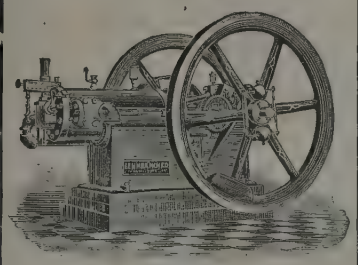
Any size for **all kinds of fuel.** No engine can be more economical or reliable. We **assume the risk** and demonstrate that our engine is **superior. Perfectly Safe—No Fire Danger—Easy to Start.**

Five Year Bond Guarantee

The most modern gas engine factory in America. **Prompt deliveries. Complete equipments.**
Write us for elevator power Catalog X.

WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

LENNOX



Made in size from 2½ H. P. to 30 H. P.
Special prices to elevators.
Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

Lennox Machine Company
40 G. Street, Marshalltown, Iowa

OTTO ENGINES

Are "Otto" Engines Dependable?

OTTO OTTO

Gentlemen:—

As you will doubtless remember, two years ago last fall, we installed one of your **21 H. P. "Otto"** Gasoline engines, and ran the same **103 days and nights** without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 3523 hours.

Is this not a good record?

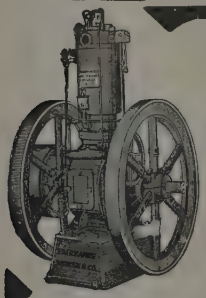
Yours truly,
Bristol Acqueduct Co.

Bristol, N. H., 4-1-07.



OTTO GAS ENGINE WORKS, Phila, Pa.

STANDARD OF THE WORLD



FAIRBANKS-MORSE

Gas, Gasoline, Kerosene or Alcohol

ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

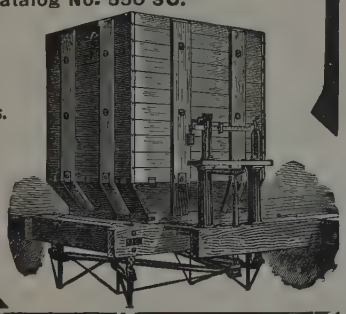
Ask for Catalog No. EV 550

Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. **Send for Catalog No. 550 SC.**

Fairbanks, Morse & Co.
Franklin and Monroe Sts.
CHICAGO, ILL.

AUTOMATIC	SCALES
TRACK	SCALES
HOPPER	SCALES
WAGON	SCALES
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GAS ENGINE BOOKS

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price, $1.00.
THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, $1.00.
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, $1.50.
GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, $1.00.
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, 50 cents.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

GRAIN PURIFYING

PATENTS PROTECTED BY THE PATENT TITLE AND GUARANTEE CO. NEW YORK

We own all U. S. Patents covering Grain Purifying by the sulphur bleaching process, comprising nearly seventy patented claims. We caution Elevator Owners against unauthorized parties who, owning no patents and having no authority from us, are writing letters and traveling about the country offering to build these purifying plants. If you deal with them you will invite trouble and expense. Our patents are protected by the Patent Title and Guarantee Co., and infringement suits will surely follow.

You Know—

That Purified Grain is demanded by the Eastern Trade;
That the largest oats handlers in the world are purifying them by the millions of bushels every week.

If You Want to Know—

How little it costs to install a purifying plant—
How little room it occupies—
How little power it takes to run it—
How small the cost of purifying—
How profitable it is to purify—
How easy it is to operate a Purifier—

Write to us and we will send you samples of purified oats and tell you all about Purifying

U. S. GRAIN PURIFIER CO.
EARL PARK, INDIANA

STANDARD GRAIN CLEANERS

help you make money by saving you money. Require but little power for a maximum amount of work. Make clean separations. No freight to pay on dirt. Grain does not miss grade by having shrunken kernels, sticks, bits of cob, etc., in fact these cleaners do the work perfectly and are **STANDARD.** If you want a dependable cleaner that is simple, reliable and durable you will get the **STANDARD.**



PRAME MFG. CO., Galion, Ohio



The old way

There are lots of ways to bag grain.

But only one good, inexpensive, accurate way among a lot of poorer ones.

That one way is

"THE AVERY WAY"

The Avery Automatic Bagging Scale will save more money for you, give greater accuracy, greater speed and take up less room than any other bagging apparatus on the market.

We mean this and we want to prove it to you

Write for Catalog F and details of our 30 Days' Free Trial

AVERY SCALE CO.

North Milwaukee
Wisconsin



The Avery Way



RICHARDSON'S Country Elevator SCALE



AUTOMATICALLY Weighs and Registers every ounce of Grain that enters or leaves your Elevator.

ACCURACY GUARANTEED
Within ½-bu. on a Car Load Lot.

Requires minimum of space for installation.
1,000 bu. hourly capacity only 43 in.
2,000 bu. hourly capacity only 57 in.

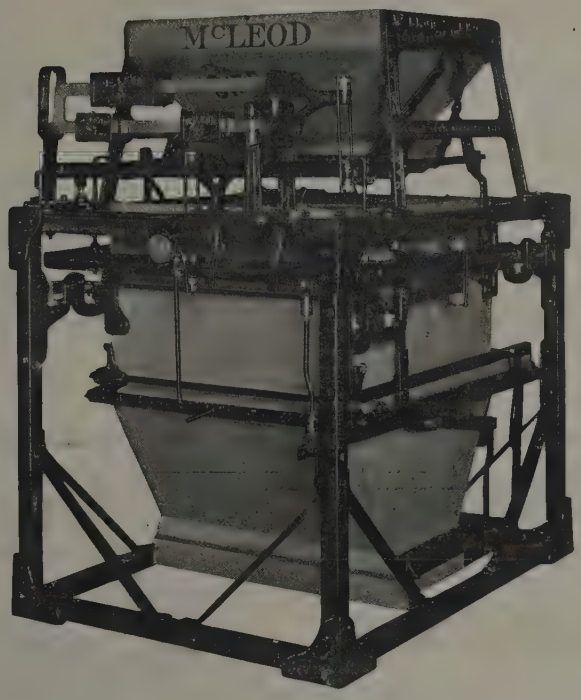
Specially Constructed for Weighing Intermittently at Great Speed.

RICHARDSON Scale Company,
3-4 Park Row, New York.

122 Monroe St. Chicago. 415 3rd St., S. Minneapolis.

The "McLEOD" Automatic Scales

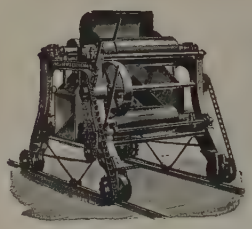
Most Simple of Construction; Most Durable of Material;
Most Perfect in Operation; Most Satisfactory to Users;
Highest Mark in Efficiency; Lowest Mark in Price.



Each "McLEOD" is a complete scale in itself—no "residue weigher" required, no unlocking any weight-box to take out weights, etc., but any fraction of a full draught can be weighed with our regular graduated scale-beam, or with a touch the discharge can be locked, and the full draught be weighed as a test, in a few seconds, without stopping flow of grain into the receiving hopper.

NOTE.—The McLeod automatic scale was formerly made by a company at Peru, Illinois, but this company has now no right to either make or sell the McLeod scale, or any automatic scale under that name, and anyone buying such scale of any other firm than ours will be liable to us for a royalty. Write for our illustrated catalog and price list. Address

McLEOD BROS., Bloomington, Illinois, or Marietta, Kansas

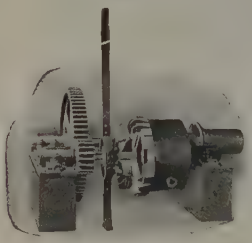


The Grain Dealers National Convention Is Over



And those who attended the meeting have returned to their business. Elevator operators are now interested in getting ready to handle quickly the great corn crop about to be harvested.

We don't know everything you want but whatever it is we have it. If it's a steel elevator boot that is fire proof, water proof and furnished with tightener screws, pulley, shaft, oil tube, etc.; Bifurcated Car Loading Spouts with valve to adjust flow of grain; a Standard Car Puller with friction clutch attached, strong, durable, guaranteed; a Belt Conveyor, Reversible, Self-Propelling Tripper, ranging in capacity from 5,000 to 25,000 bushels per hour.



Or any kind of Elevator Machinery we can furnish same. Be friendly, write.



WELLER MFG. CO.

CHICAGO, ILL.

"Our Weigh Is the Best Way"

Built for Grain Elevators

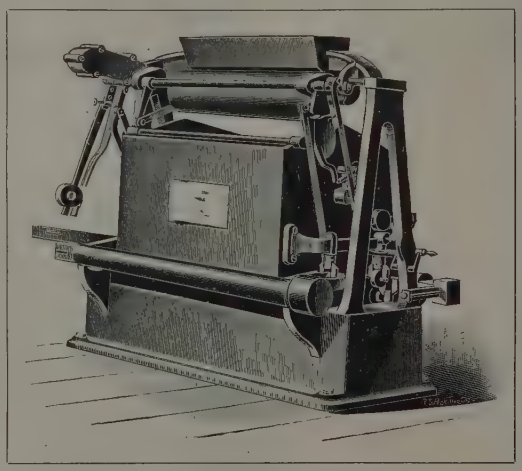
Cut out guesswork. Get down to facts. Weigh your wheat in and out. Know where you are at.

Remember! the **first** cost of any Automatic Weighing Machine is **not** the final cost. Other machines may be cheaper when pricing. None are cheaper or better when using.

You will investigate our machine and proposition when buying if you care to promote your own interests and save good money.

Thirty days free trial. We **lease** or **sell.** Our proposition will please you.

Catalog?



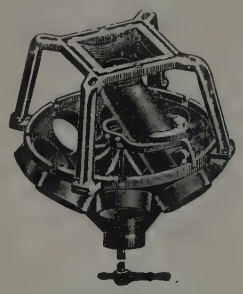
Automatic Weighing Machine Co.

136-140 Commerce Street, NEWARK, N. J.

The HALL Signaling DISTRIBUTOR

IT'S VALUABLE!

When a car famine exists every inch of room in an elevator is valuable. If a hundred bushel space in ten different bins could each be made available ten different times per day, they become as valuable as one bin of ten thousand bushels capacity.



With THE HALL SIGNALLING DISTRIBUTOR you can utilize every inch of space over and over again, without a moment's loss of time. The spaces so used are lost entirely with any other device, or worse than lost by repeated mixing of grain.

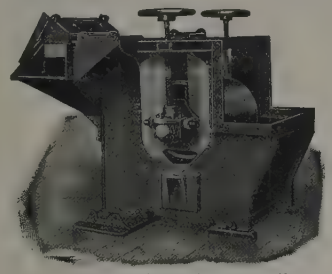
Sent on Trial. Send for Booklet.

HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

No Escape

There is no escaping a "choke" with the ordinary boot. Either the boot itself will "choke" or you must "choke" your business to prevent it. That is to say, shut off the feed gate, run the cups half full, spend your whole time watching them do half duty, consuming power, and in constant fear, even then, of a "choke."



Elevating grain with the ordinary Boot is imperfect and unsatisfactory and no operator was ever pleased with it.

The Hall Non-Chokable Boot

will double the amount elevated, being automatic it requires no attention, consumes less power and will never "choke" with shelled grain.

Sent on Trial. Send for Catalog "E."

HALL DISTRIBUTOR CO.

222 First National Bank Bldg. OMAHA, NEB.

Five Dollars Each

is the regular price of the following car movers.

Our Price $3.75

Each is claimed to be the best — EASY, ATLAS, SAMSON, SPECIAL, SHELDON, CHAMPION — We don't care which you order

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.

1110 Farnam St., Omaha, Neb.

NO FIRM

who offers the

Atlas Car Mover

for $3.75 can buy them from us at any price!

APPLETON CAR MOVER CO.

APPLETON, WIS.

Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½x12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, $1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Link Belt Supply Co.

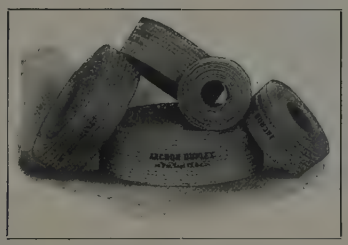
Machinists, Boiler Makers

Conveying and Elevating Machinery.

WE MAKE A SPECIALTY OF ROPE DRIVES

MINNEAPOLIS, MINN.

Anchor Duplex Cotton Belting



Look Who's Here!

Has 15 to 30% More Pulley Contact Than Any Belt on the Market

because it is solid multiple woven and every thread in the weave is a strain bearing one.

You don't have to worry about running it in wet places. It's waterproof. It cannot separate as it is solid woven. **Cheaper than rubber or leather belting and will give better service.** *Every foot guaranteed.*

ATLAS BELTING COMPANY

Factory: Buchanan, Mich. 152 Lake Street, CHICAGO, ILL.

Grain Elevator Builders.

GRAIN ELEVATORS

TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



L. O. HICKOK
DESIGNER AND BUILDER
210 Flour Exchange
MINNEAPOLIS, - - MINN.

JOHN DeKAY
CONTRACTOR AND BUILDER
Elevator and Scale Work a Specialty.
Gasoline Engine Repairing.
Correspondence Solicited.
RANDOLPH, NEBRASKA

B. J. CARRICO
Designer and Builder of
Flour Mills and Grain Elevators
Hoxie Bldg., Fort Worth, Tex.

NOTICE

I am now located at Enid, Okla., and am in shape to serve all of my old customers as well as new ones and can save you money on elevator and mill work.

Correspondence solicited.

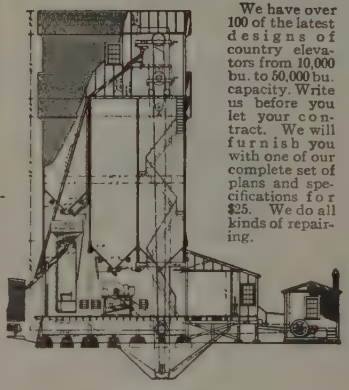
C. A. LOWE - Enid, Okla.

A. E. HONSTAIN I. S. HONSTAIN

HONSTAIN BROTHERS

Contractors and Builders of

GRAIN ELEVATORS



We have over 100 of the latest designs of country elevators from 10,000 bu. to 50,000 bu. capacity. Write us before you let your contract. We will furnish you with one of our complete set of plans and specifications for $25. We do all kinds of repairing.

Telephone 9467
306 Corn Exchange, MINNEAPOLIS, MINN.

BUY ONLY

"The Standard Scales"

Reliable—Durable—Accurate—Guaranteed

Send us your inquiries and get genuine competition. We make a specialty of complete scale equipments for Grain Elevators.

THE STANDARD SCALE & SUPPLY CO.
50-52 South Canal Street CHICAGO, ILLINOIS

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8¼x13¾ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth, half Russia.

Price $2.95

Grain Dealers Company
255 La Salle St. CHICAGO, ILL.

COAL SALES BOOK

FORM 44.
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

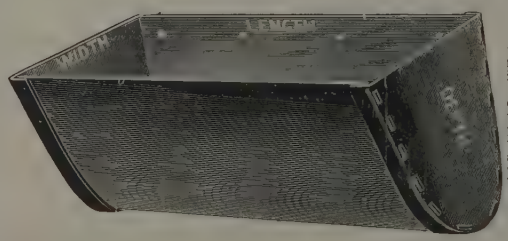
It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds. Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, $1.75.

FOR SALE BY
Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

Why Pay More?

Because—when you buy our "Fuller" Elevator Buckets you get the best that is made. Witnesseth:



Cleveland, Ohio

Gentlemen: I have been using your Elevator Buckets for the past year and I am satisfied that they will carry from 10 to 15 per cent more than any other Bucket of the same size, that I have ever used in my 18 years' experience in Grain Elevators. They discharge free, are easily repaired, and never tear the belt nor carry down back leg.

Yours truly,
W. H. GARFIELD, Supt.
Cleveland Elevator

Cleveland Elevator Bucket Company
225 ST. CLAIR STREET - - CLEVELAND, OHIO

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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Reliance Construction Co.
Engineers and Contractors of
GRAIN ELEVATORS
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Grain Storage Construction Co.
Designers and Builders of
Fireproof Grain Elevators, Tanks, Conveyors and Mill Storage Plants
BUFFALO, N. Y.

Steel Tanks for Grain Storage
Jos. F. Wangler Boiler & Sheet Iron Works Co.
1535-1537 North Ninth St., St. Louis, Mo.

Steel Grain Tanks
We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.
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GRAIN ELEVATORS OF STEEL
—Built by—
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T. E. IBBERSON
Designer and Builder of
GRAIN ELEVATORS
310 Corn Exchange, Minneapolis

W. S. MOORE
Designer and Builder of
GRAIN ELEVATORS
In wood, concrete or steel. I am thoroughly equipped to do work to the best of advantage. My fireproof engine room is unequalled in arrangement and construction. If you are going to build or improve, get my ideas and you will want my services. Write today.
6 So. Main St., Frankfort, Ind

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CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy of Operation and Maintenance
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Our experience in handling GRAIN and KINDRED PRODUCTS makes our services especially valuable in solving difficult problems of ELEVATING, CONVEYING and POWER TRANSMITTING.
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Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9¼x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, $1.75. Address

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Grain Elevator Builders.

Better have

YOUNGLOVE

build your Elevators than **WISH** you had.

Write for copy of our latest unique series of plans.

Younglove Construction Co.

Offices: 303-304 Adams Block
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How Do YOU Build A Grain Elevator?

Did You: Have any plans and specifications? Hire a competent and reliable builder? Have the machinery properly designed? Get building and Machinery finished? Get satisfactory results—for your money?

Get the Best: In business ten years and expect to stay. I build a plant as quickly as anybody. Always give honest work and a square deal. My plans are best and call for substantial, economical construction. My specifications are properly drawn with due respect to all parties to contract. Let me engineer your work.

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Grain Elevator Plants, Mills, Warehouses, Electric and Power Plants. Write for Plans and Estimates.

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Full Equipments Furnished.
Plans and Specifications a Specialty.
We own and operate our own Rock Crushers and Granite Quarries.

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WE BUILD



Cement Concrete Elevators with steel re-enforcement complete. Steel Elevators Complete. Cribbed Elevators Complete. Rice Elevators Complete. In fact all four of these elevators are up to the times or ahead.

Address
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FIRE PROOF ELEVATORS
A SPECIALTY.
BRICK OR TILE.
We also have facilities for building modern country elevators quickly.

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ENGINEERS AND CONTRACTORS
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WE are DESIGNERS and BUILDERS of up-to-date grain elevators and will

SAVE you on the first cost of building, as well as on the operating expenses of the plant.

YOU want the best not the cheapest, it is the cheapest in the long run, and your

MONEY will bring in good returns when invested in **SECKNER'S CONCRETE** Reinforced tanks for storage.

ABSOLUTELY FIRE-PROOF tanks and working houses are our Specialty.

We build of any material. Write us. Correspondence solicited.



Plant we are now constructing in Chicago

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Fire Proof Grain Elevator
HIGHEST TYPE LATEST DESIGN
Recently completed for the Peavey Duluth Terminal Co., Duluth, Minn.
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The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense.* A thorough test will always prove the "Northway" top-notches among Feed Mills

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Carrying everything worth having in this line and having a universal reputation for dependable QUALITY and lower-than-most prices

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On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

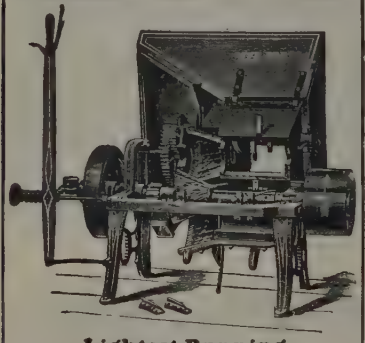
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Formerly Strong & Northway Mfg. Co.
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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately* or *mixed.* Will grind Kaffir Corn in the Head. *Have Conical Shaped Grinders.* CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.
HANDIEST TO OPERATE
SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)
They are Built for Business.
THE N. P. BOWSHER CO., South Bend, Ind.

RECEIVERS
who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.



EASY TO HANDLE

Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made Send for circulars and prices.

Willford Manufacturing Co., 303 So. Third St., MINNEAPOLIS, MINN.

If you are in the market for Flexible Spouts, order a

Gerber Telescope Flexible Loading Spout

and be convinced that it is the best and latest spout on the market.

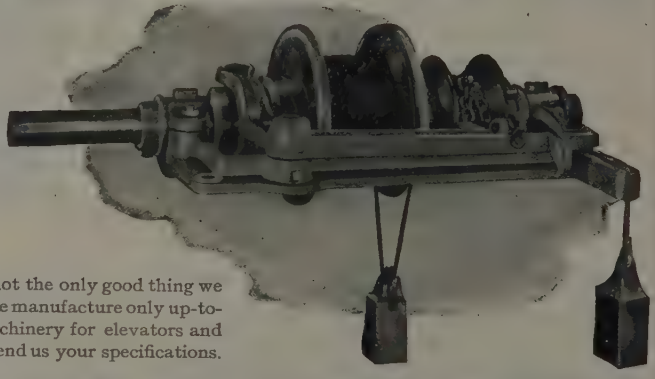


ELEVATOR SPOUTING A SPECIALTY

J. J. GERBER, Minneapolis, Minn.

We Illustrate Here the Burrell Latest, It Is

THE BURRELL IMPROVED POWER SHOVEL



This is not the only good thing we make, we manufacture only up-to-date machinery for elevators and mills. Send us your specifications.

BURRELL MFG. CO., Dept. B, 251 So. Jefferson Street, CHICAGO, ILL.



Portable Corn Cribs and Grain Bins

are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them down, roll them up and stow them away for some other time. You can sell them to farmers.

Write for prices, etc.

THE DENNING WIRE & FENCE CO., CEDAR RAPIDS, IOWA

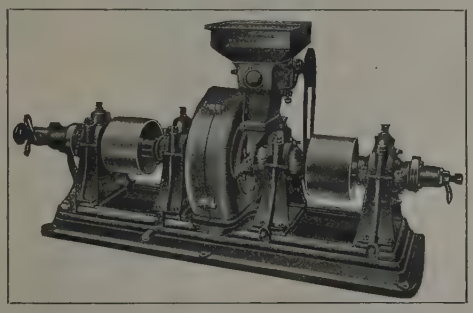


Strength and Durability

That's what you pay for, and it's what you get when you buy a

MONARCH FEED MILL

If you would visit our large manufacturing plant and see us make Monarch Mills you would be surprised at the amount of time and machine work we put on them in order to make them satisfaction producers.



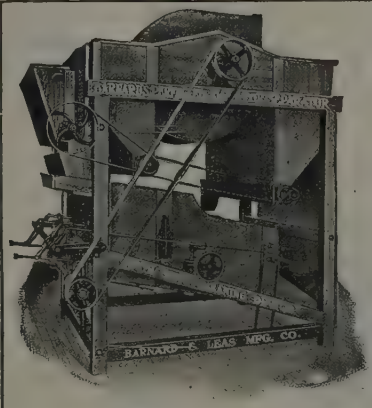
Every Feed Mill we sell is thoroly tested before it reaches you and we are so sure they will give absolute satisfaction we are ready to send one on trial.

Do you want an Improved Receiving Separator?

Remember we completely furnish Mills and have machinery particularly adapted for use in Elevators. *Catalog? Then write.*

SPROUT, WALDRON & CO.

MUNCY, PENNSYLVANIA

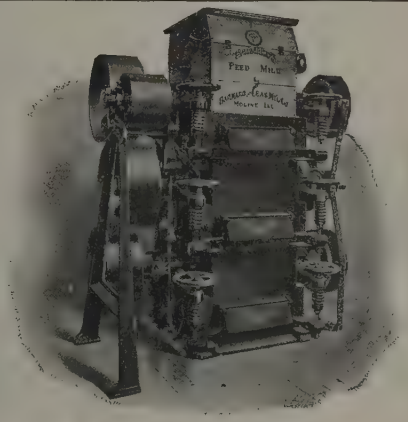


Elevator Machinery and Supplies

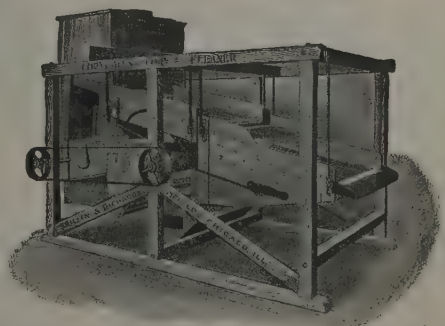
We make or supply everything necessary to completely equip elevators of all capacities.

Barnard's Perfected Separator with Sieve Cleaning Device.
The Victor Corn Sheller.
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Other Shellers and Cleaners.
Willford's Light Running Three-roller Feed Mill.
Barnard's One, Two and Three Pair High Feed Mills.
Elevator Heads and Boots.
Belting of all kinds.
Belt Conveyor Apparatus.
Conveyors, Power Connections.
Elevator Supplies of every description.

Send for latest catalog.







Barnard & Leas Mfg. Co.

Builders of Elevator Machinery and Supplies.

MOLINE, ILL.

Power Car Loaders for Elevators.

IF YOU WANT THE BEST
CAR LOADER
Write
The Ideal Car Loader Co.
ALLENVILLE, ILL.

Say
Let the Grain Dealers Journal Want Ads do your work.
They bring quick returns.

The Only Car Loader That will Not Damage The Grain.



Combined Grain Cleaner and Pneumatic Car Loader
The only machine that will clean and load at the same time.

New Lennox, Ill., July 30, 1907
Mattoon Grain Conveyor Co.,
Mattoon, Ill.
Dear Sirs: I enclose draft to pay for Car Loader and Cleaner. It is, to my mind, one of the most valuable machines that I have. It does the loading quickly and does it perfectly. I would not be without it now, for any money, now that we have used it a while.
Very truly yours,
H. N. DICKINSON.

For descriptive circular and prices, address,
MATTOON GRAIN CONVEYOR CO.
MATTOON, ILL.

NOTICE!

We wish to thank a certain company, whose name is almost unknown because it seldom sells a car loader, for helping to pay our advertising bill. On account of the superiority of our car loaders, we have been selling so many of them, that this other firm, convinced of its inability to compete with us on the merits, has in sheer desperation, in spite of the fact that our car loader is patented, advertised that it has brought suit against us (the Maroa Mfg. Co.) for infringement of their worthless patent. It needs no argument to show that if this company had any kind of a case it would concentrate its efforts upon us instead of advertising the fact that its car loader is hard to sell and that we are the people who are really doing the car loader business. Our car loader does not infringe on anybody's patent, but it does load cars better than any other car loader, and we certainly do not object to anyone advertising this latter fact, as the above mentioned party has done. Of course we will protect all of our customers, and both the banks here and the reference books will tell you that we are responsible for this guarantee.



MAROA MANUFACTURING CO., MAROA, ILL.

GRAIN CONTRACT BOOK

This book is designed especially for country grain men to use in taking written contracts from farmers. The contracts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The stub is signed by farmer certifying that he has sold bushels of.....at.....per bushel to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by elevator man and given to farmer. It certifies that the elevator man has bot so much grain, etc.

Each book contains 50 contracts, printed on linen paper, size 3¾x10¾ inches.

You can not afford to be without these contracts as they insure delivery of grain bot, prevent losses and worry in making settlements. Book No. 9, Price 50 cents. Address

Grain Dealers Co.
10 Pacific Ave. Chicago, Ill.

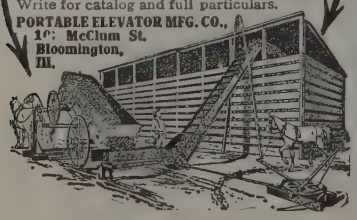
Cribbing Corn

Look at the picture. Drive on the Dumping Jack, the jack may be set on either side of feeder, start the horse at the power, the gear will tilt the wagon, you simply stand and watch it unload in less than five minutes.

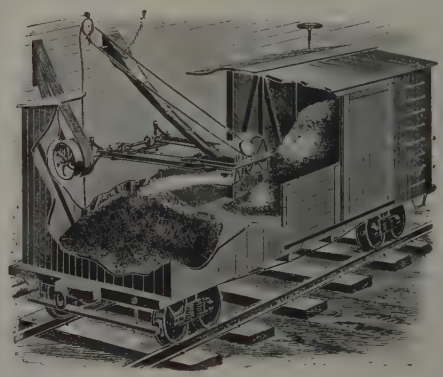
LITTLE GIANT
Wagon Dump and Grain Elevator

the machine of simplicity and strength. You will not be troubled with breakages, we have learned to make every part equal to the duty required. Power is triple geared. Elevates to any required height. Shifting conveyors or stationary drag will carry to every part of crib or bin, leaving no unfilled corners. There will be no choking. You may pick seed corn or sort out bad ears as it goes up the elevator. Why not have a Little Giant on your place? One will last you your lifetime. Write for catalog and full particulars.

PORTABLE ELEVATOR MFG. CO.,
10 McClun St.
Bloomington,
Ill.



The Champion Car Loader



The Champion, also the Sterling Car Loader is a perfect success for loading grain into cars without shoveling.

We control the Reynolds patents, which are the pioneer patents on a successful rotary car loader for grain.

Beware of infringers. Suit is now pending against the Maroa Mfg. Co. Place your orders with us and be safe.

Write for prices and full particulars.

Excelsior Loader & Cleaning Company
STERLING, ILLINOIS

The grain trade's accepted medium for "Wanted" and For Sale" ads. is the Grain Dealers Journal of Chicago, because such ads. placed in it bring quick returns.

IF YOU HANDLE CLOVER SEED

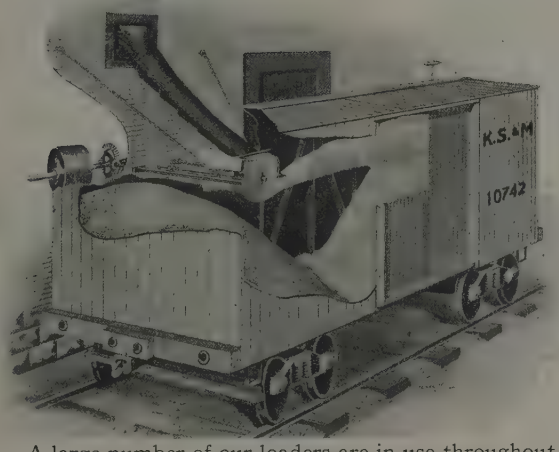
that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO. **Saginaw, Michigan**

The S. & R. Automatic Rotary Carloader

(Patented Feb. 21, 1899; Oct. 30, 1906)



This machine not only loads the car to its utmost capacity without labor or expense other than placing the machine in position, but it greatly improves the appearance of the grain by thoroughly drying and mixing it, blowing the light dust out of the car door, and giving the shipment a bright, clean appearance.

One man will easily and quickly place the loader in position, after which it requires no attention until the car is loaded.

No. 1 Loader, capacity 1000 to 1500 bu. per hour, $55.00
No. 2 Loader, capacity 1600 to 2500 bu. per hour, 75.00

Horsepower required to operate No. 1 loader, 2 to 4; No. 2, 3 to 6, depending upon the kind and condition of grain.

A large number of our loaders are in use throughout the country, all of which are giving the best of satisfaction.

We manufacture a complete line of grain elevator machinery. General catalog No. 7 sent upon request

SKILLIN & RICHARDS MFG. CO.
CHICAGO

We Were So Busy Making Prompt Shipments

Outfit No. 80 FEEDING "U. S." CORN SHELLER Patented

(Patented)



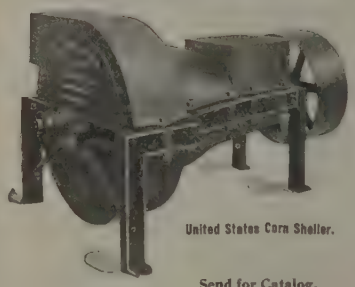
is the reason you did not see us at the Convention, but we have the machinery and hope to hear from you before you place your order elsewhere.

NO CHOKE-UPS when you use

The United States Corn Sheller

FED WITH

THE B. S. C. DRAG AND FEEDER



United States Corn Sheller.

Send for Catalog.

WHY? Because the chain brings the proper amount of corn to the Sheller all the time, the feed collars take every ear directly to the shelling surfaces, and the suction formed by the discharge fan prevents the Sheller choking on damp silks and shucks.

It is all iron, no pit or steel tank required as the BOOT can set on the same level with Sheller. Do you see the advantages over the old way?

We make the "LITTLE GIANT" CORN AND OATS CLEANER, SAFETY MAN-LIFT, WATER-TIGHT ELEVATOR BOOT, C. I. ADJUSTABLE BOOTS, "DANDY" DISTRIBUTING SPOUTS, and Transmission Machinery.

SATISFACTION GUARANTEED.

REPRESENTATIVES:

NOTH-SHARP-SAILOR CO., Chicago Ill.

CAPITAL CONSTRUCTION CO. Oklahoma City, Okla.

RELIANCE CONSTRUCTION CO. Indianapolis, Ind.

B. S. CONSTANT CO., Bloomington, Ill.



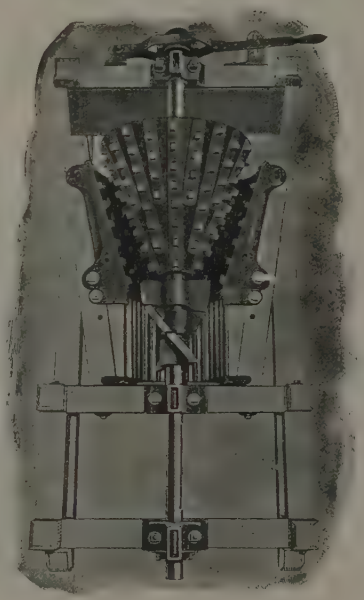
Separate Warehouse Corn Sheller

Style A Improved with Screw Feed

Always Improving **Ever Advancing**
Positive Feed **Increased Capacity**

The "Western"—always in the lead.

Write for prices and discounts.



Interior View of Style A Sheller Showing Screw Feed.

UNION IRON WORKS :: Decatur, Illinois

Sole Manufacturers of "Western" Shellers and Cleaners

Complete Stock Carried in Kansas City, Mo. **1221-1223 UNION AVENUE**

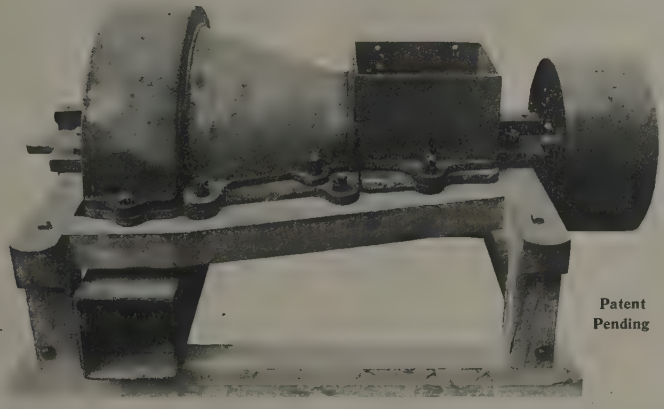
3 NEW IMPORTANT FEATURES

1. Fan Discharge
2. Adjustable Casing
3. Discharge Opening

THE

NEW OHIO SHELLER

is heavier and more durable than any. It is made for hard work and will last a lifetime. The NEW OHIO CORN SHELLER shells clean, does not crack the corn or break the cob. It has a fan discharge which is separate on shaft from shelling cylinder. The discharge casing is adjustable to any position; can be set on a level with the boot; no need of a pit or expensive hoppering—a big saving. The casing is removable, with an opening at the end; fan easily accessible at either top or bottom. Has screw feed. The castings are all heavy and separate from each other on shaft, and if some foreign material gets fed into sheller and breaks a lug it wud be necessary to only replace one casting. Made in capacities from 300 to 1,000 bushels per hour. Will shell at rated capacity.



Patent Pending

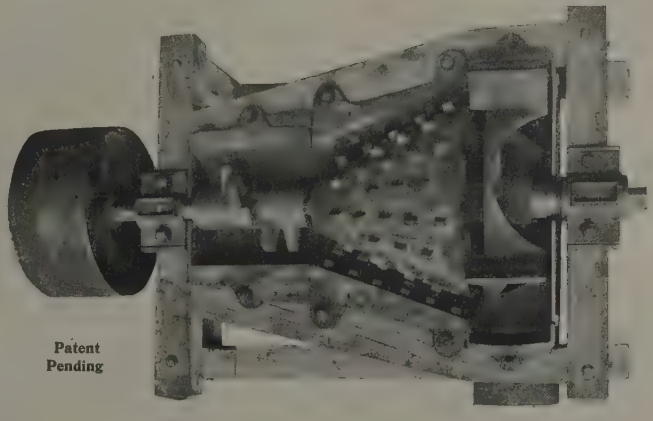
THE

New Ohio Sheller

will do all you can ask of any sheller and produce the desired results.

We also manufacture elevator machinery and supplies, and can contract to equip your new elevator complete or furnish promptly anything needed for remodeling.

You will serve your own interests best by corresponding with us.



Patent Pending

THE PHILIP SMITH MFG. COMPANY

Outfitters of Grain Elevators

SIDNEY, OHIO

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from $2,500 to $15,000. Address James M. Maguire, Campus, Ill.

A good feed and coal business for sale in a good live town. Address Semik, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers Journal, Chicago, Ill.

DESIRABLE 15,000 bu. elevator in fine condition in northern Ill. for sale. Good locality. Address Mar, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One good modern cribbed elevator, capacity 25,000 bus. Located in a good town, good business. Address, Lock Box 713, Sioux Falls, S. D.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—ELEVATOR 30,000 cap. 160,000 bus. per year. Good prospect for corn. Price $5,000. Western Ind. Address C. H. Box 7 Grain Dealers Journal, Chicago, Ill.

50,000 bu. capacity elevator for sale, on the best railroad in Ohio. Large territory and will sell worth the money. Address M. H., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48. Sioux Falls, S. Dak.

TO RETIRE from business I will sell a $3,000 elevator for $2,000. Profit this year $2,000. Situated in S. W. Iowa. Address Stanton, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE in Iowa, Minnesota, North and South Dakota. If you are in the market for elevators let me know your wants. O. M. Myers, 206 Flour Exchange, Minneapolis, Minn.

FOR SALE—30.000 bu. steam power elevator on Vandalia R. R. Doing a good business that will bear investigation. Plenty of side lines. Reason—other business. L. E. Daniels, Kewanna, Ind.

FOR SALE—A 22,000-bu. capacity elevator, and corn crib on Omaha Ry. in Northeastern Neb. with standard gasoline engine, scales, etc. Address Maha, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE OR EXCHANGE for a small farm, by elevator located in northeastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—A line of three elevators and residence in central Ill. One elevator and residence in city of 10,000. All doing a nice business. A grand chance to make money and have a nice home. Address J. M. Maguire, Campus, Ill.

FOR SALE—Modern 25000 bu. Elevator. Located in Sac County, Iowa, on C. M. & St. P. R. R. Good territory; handled 210000 bu. last year. Coal, flour and feed in connection. Good reason for selling. Address J. J. Grosenbaugh, Nemaha, Iowa.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—50,000 bu. Elevator on C. M. & St. P. Ry., 100 miles of Omaha. Large territory and good corn crop. Gasoline engine power, sheller and cleaner and two dumps. Coal and feed in connection. Handles over hundred cars a year. A bargain and good reason for selling. Address A. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator, coal trestle and switch, fertilizer house and yards, also one-eight reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Aspers, Adams Co., Pa.

FOR SALE—MIAMI ELEVATOR in the big Miami Valley, 19 miles from Cincinnati, on the Big 4 R. R. An old established elevator, coal and feed business. Practically no competition. In good condition. Have as fine a feed lot as there is in the state. Can add lumber and agricultural implements. A magnificent crop of corn ripening here. Address R. P. BRANSON, ELIZABETHTOWN, OHIO, Hamilton County.

FOR SALE.—Practically new 20,000-bu. elevator, with Fairbank's scales, gasoline engine, office building and corn crib, located in Swedish settlement on C. R. I. & P. Ry., in central Ill. This elevator is doing a good business and will make money for whoever buys it. Only elevator at station. Best of reasons for selling. $4,000 will take it if sold quick. For full particulars address Sep., Box 6, Grain Dealers Journal, Chicago, Ill.

THIS ISSUE'S FOUR ELEVATOR BARGAINS. One 10,000 cribbed elevator, no competition, ships 100,000. NYC RR, Ind. Good as new, $4,300. One 20,000 elevator, modern, ships 175,000, Wabash RR, W. Ind. All black land, real bargain $8,000. One 20,000 county seat, extra fine elevator, shipped 101 cars; retail net profits $2,000. LE&W RR, Ind. Big bargain $8,500. Best line 6 1-man elevators, city office and track business on the map; gross profits $20,000 for $35,000. John A. Rice, Elevator Broker, Frankfort, Ind.

ELEVATORS FOR SALE.

GOOD GRAIN, SEED & FEED BUSINESS for sale. Doing good business in thriving city of 30,000 inhabitants. Good, clean stock. Price, $3,000; have horses, wagons, gas engine, etc.; rent reasonable. Can show good reasons for selling. This is no fake, you get what you pay for. Don't apply unless you mean business and have money. Address E. Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, LUMBER & COAL business for sale in central Ill. on Wabash R. R. Plant handled over 250,000 bu. last year. Elevator has 35,000 bu. capacity. Hopper scales, Western Sheller, 2 cleaners, good lumber and coal trade. Easy competition, none in lumber, good territory. Residence if desired. Good town, churches, and bank. A money-maker if taken at once. Address "East," Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Located on C., B. & Q.; fine grain country; handled 30000 bu. wheat this year, besides oats, rye and corn; fine prospect for corn this year. 15000 bu. capacity, 13 H. P. gasoline engine, 7x12 cups, Western cleaner, Automatic weigher, dump scales; outside wagon scales gravity load. Built 1904-5. No competition. Good coal and feed business goes with this. Want to quit grain business on account of health. Address "Stan" Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—My elevator, coal business and fine new residence. Located in the best corn and oats section of western Indiana on the New York Central R. R. No trouble about cars. Elevator has capacity 25000 bu., 4 dumps, 4 stands of elevators, Western Sheller and Cleaner, 25 H.P. Atlas Engine 30 H.P. Boiler in first class condition. Hopper and new automatic scales, car loader and gravity spout. Coal sheds for 150 tons coal. Coal business alone pays running expense of elevator. Office with Fairbanks 4 ton wagon scales, safe, desk, etc. Residence is new 10 room house with all the modern conveniences. One of the best in an up-to-date town of 1200 inhabitants. Electric lights, good streets, 4 churches, 2 banks, High School employing 7 teachers. One competitor, good; no fighting. Have been here 10 years and handle on an average of 225000 bu. per year. Will show any one that means business my books with a gross profit of $15000 in less than 3 years. My price is $13500 cash or good notes. Will not trade for anything. Have made enough to quit and want to get out of business. Have a good crop of corn to handle, that is out of the way of frost. Address S. E. T. Box 7, Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS.

GOOD LOCATIONS
for Elevators and
Industries on
The Belt Ry. of Chicago.
Low Switching rates.
Good car supply.
Address B. Thomas, Pres.
Room 11, Dearborn Station, Chicago.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ELEVATORS WANTED.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

WANTED TO BUY elevator doing good busines in a good live town. Address giving full particulars and price. H. R. Sheldon, Smith Centre, Kan.

WANTED GRAIN BUSINESS—Will furnish capital and take charge, other party to furnish plant. Good references, 7 years experience. L. B. 442 Fayette, Ohio.

WILL BUY AN ELEVATOR at good point in N. E. Kansas or S. E. Nebr., must have good business and in good town. Address B. G. Hanson, Sabetha, Kans.

WANTED to lease or rent elevator on com. in Mo., Ia., Kans. or Nebr. Or will accept position to take charge of elevator by month in good grain country. Lock Box No. 18, Fortescue, Mo.

ELEVATORS WANTED—We have buyers for good elevators in Iowa, Nebraska, Kansas, Oklahoma and other states. Write at once if you want to sell. Iowa Mill & Elevator Brokers, Independence, Ia.

PARTNERS WANTED.

PARTNER wanted to join in starting elevator at good point in Indiana; or will sell stock in good business with 5 per cent guaranteed on stock. Address Wig, Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED to buy half interest in a grain, coal, building material and drain tile business. About $7000 required. At least half should be good bankable paper. If you wish to buy into a good business, write M. J. C. Box 7, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

125 BBL. MILL for sale in southwestern part of Minn.; good hard wheat country; good farmers trade. Address Mt, Box 3, Grain Dealers Journal, Chicago, Ill.

FEED MILL FOR SALE—Motor power; Oklahoma town of 3500 population. 2 R. Rs. Track location; crops good for season. Price $1550. Other business. W. H. Gray, Ada, Okla.

GOOD UP-TO-DATE 75 bbl. mill at Plymouth for sale. Steam power, sifter system, buckwheat, cornmeal and feed dept's. Saw mill, dwelling house, four acres of good land. Box 441, Plymouth, Mich.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—A position soliciting consignments for some commission firm. Would accept a good country station. Can furnish A1 Ref. Box 53, Cambridge, Ia.

POSITION WANTED—By young married man. Past six years engaged in managing country grain station. Best of references. Address Lock Box 653, Vinton, Iowa.

POSITION WANTED as engineer in elevator by married man. Have had experience; can handle any kind of machinery. Address E. B. H. Box 7, Grain Dealers Journal, Chicago, Ill.

RELIABLE GRAIN MAN open for situation with wide awake grain company, as manager of country station or transfer house. Address "L" Box 7, Care of Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Experience and ability count; 18 years experience as Mgr. of eltrs.; keep double entry books; good mixer; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION WANTED by experienced man with grain company, as manager of elevator. Temperate, good accountant and familiar with office duties, competent, best of references. M. H. W., Box 5, Grain Dealers Journal, Chicago, Ill.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

TRAVELING SOLICITOR WANTED by Chicago Receiving House. One familiar with Iowa and Minnesota trade preferred. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced men to take charge of country grain and lumber stations. State age, experience, references, whether married or single, and salary expected, in first letter. Nye Schneider Fowler Co., Mason City, Ia.

EXPERIENCED hay man wanted to take charge of hay receiving and shipping business with warehouse in a leading terminal market. Must be a good correspondent and a hustler. Address Commission, Box 7, Grain Dealers Journal, Chicago, Ill.

ENGINEER WANTED in country elevator (steam), central Illinois. One who understands the workings of elevator machinery. Steady work to right man. Address P., Box 6, Grain Dealers Journal, Chicago, Ill.

HIGH CLASS MAN, experienced in handling Texas grain shipping business (carlots only). Prefer man who has been located with active firm in Tex. Salary to start $75 per month. Address, with references, stating age and experience, P. O. Drawer 1133, San Antonio, Texas.

WANTED—A man to run elevator and buy grain at country station. City 3500 population. Good schools and modern improvements. Man must be able to take entire charge of elevator, buy grain, run elevator and be willing to do any work pertaining to the business. Married man preferred. Sobriety absolutely essential. Salary $50 to start with. Give experience, age and references. Address Box 70, Bushnell, Ill.

MISCELLANEOUS.

BEST LOCATION for two hundred bbl. flour mill in the west, plenty of A1 wheat and ready market. Address Frank H. Foster, Secy. Brewster Commercial Club, Brewster, Wash.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator bus. Post Office..... State.....

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—2 20-h. p. and 1 15-h. p. Fairbanks-Morse gasoline engines, cheap. Henley Eversole, Newman, Ill.

NEW 4 H. P. Horiz. Sterling Charter Gasoline Engine for sale. $75.00. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

ENGINE 16 Horse Gas $275; 12 H. P. $250; Boilers, Engines, Heaters, Pumps, all sizes. D. Casey, Springfield, Ohio.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D., Box 2, Grain Dealers Journal, Chicago, Ill.

GASOLINE ENGINES for sale. 15, 20 and 25 h. p. gas or gasoline, slightly used and as good for use as new; refilled and tested before leaving shop; and prices that will move them. G. W. Alcock, Chanute, Kans.

GAS ENGINES FOR SALE.

22 H. P. Fairbanks-Morse.
16 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
8 H. P. Fairbanks-Morse.
20 H. P. Otto.
8 H. P. Otto.
10 H. P. Ohio.
25 H. P. Columbus.
10 H. P. Webster.

Also fifty engines for smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1-1½ HP Webster gasoline engine complete, with water tank, jump spark and hot tube, $65. 1-2 HP Webster gasoline engine complete, with water tank as good as new, electric spark and tube, 90. 1-3 HP Lambert horizontal engine, electric spark and torch, as good as new, $110. 1-4 HP Dayton engine, vertical, $75. 1-4 HP Foos engine, as good as new, $110. 1-5 HP Foos engine, $125. 1 O. S. Kelley 5 HP engine, used 6 months, $100. 1 44 HP Howe engine, used two years, $800. 1 65 HP Weber Vertical cylinder, with up-to-date gas producer, as good as new, used less than two years, $1,700. Allen P. Ely & Co., Omaha, Neb.

MISCELLANEOUS FOR SALE.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

FOR SALE—Complete outfit for 150 bbl. mill including 80 h.p. Twin City Corliss engine, Hagenmacher Plansifter No. 3, Barnard & Leas centrifugal reels and purifiers. Machinery only run three months. Write for complete list. Nels Enge, 70 Chamber of Commerce, Minneapolis, Mnin.

MACHINES FOR SALE.

FOR SALE—One 8x18, 3 roll Inghram Feed Mill. Address Sikir & Hinz, Avoca, Wis.

FOR SALE:—Barnard and Leas No. 2 wheat cleaner. For information write F. G. Lustik, Solon, Iowa.

FOR SALE—One Monitor No. 9 oat clipper. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

BOSS CAR LOADER FOR SALE; in first class condition. Capacity 3,000 bushels per hour. Price $50. Address B. Strong Grain Co., Conway Springs, Kans.

FOR SALE—One 20 in. Sprout & Waldron French Buhr Mill; good as new. Also 16 H.P. gasoline engine complete. Address Lock Box 4, Kelley, Iowa.

FOR SALE—1 No. 6 Oat Clipper; 1 Barnard & Leas Corn Cleaner; 1 Boss Car Loader; 1 Steel Boot Tank; 2 Cast Iron Turnheads, all in good repair; prices upon application. Kent Grain Co., Kentland, Ind.

FOR SALE:—One western shaker corn cleaner No. 4. Capacity 400 bus. per hour. Made by Union Iron Works, Decatur, Ill. In good order and running now. Make offer. Address S. J. Thompson, Holton, Kans.

FOR SALE—One Invincible oat clipper; one Foos attrition mill; one No. 4½, one No. 2½ western combined sheller and cleaner; one new Howe R. R. track scale. The above are in first class shape and will be sold at a bargain. A. S. Garman & Co., Akron, Ohio.

TWO SECOND HAND SCOURERS AT A BARGAIN. One "Monitor" adjustable polishing and scouring machine, No. 2. One "Cranson" scourer, No. 2. Both in first class condition, had to replace with larger machines. Address: The Oklahoma Mill Co., Kingfisher, Okla.

ENGINES AND BOILERS.

FOR SALE—1 25 horse steam boiler, 1 25 horse steam engine, both in good order. Also 1 30,000 hopper scale, Fairbanks, hopper can be moved in sections. Address Baum & Herr, Groveport, Ohio.

MACHINES WANTED.

WANTED—Combined Corn Sheller and Cleaner, one thousand to fifteen hundred bushels per hour. Combined Wheat Separator and Scourer, fifteen hundred to two thousands bushels per hour; also one Power Car Mover, six to eight cars capacity. B. Strong Grain Co., Conway Springs, Kansas.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE—Dynamos and Motors, new and second-hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—One Fairbank's hopper scale, capacity 60,000 lbs. Apply Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

SCALES of all kinds: repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALES WANTED.

AUTOMATIC scale wanted, 3 to 5 bu. cap. Must be good make, accurate and reliable. Jeff Ray & Son, Rockport, Ind.

WANTED—Automatic scale, two to three thousand bushels per hour, must be good make, accurate and reliable. B. Strong Grain Co., Conway Springs, Kan.

FERRETS FOR SALE.

3,000 FERRETS for sale. They exterminate rats and rabbits; price list free. Lewis DeKleine, Jamestown, Mich.

HAY FOR SALE.

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

WAGON LOAD GRAIN TABLES Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,090 pounds, is complete on one page and so arranged as to show the number of bushels and the fractions in any weight on ten pound br aks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu, when the rate per 100 lbs. is 1 to 30½ cents, in ½ cent rises.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL
255 La Salle Street : : Chicago, Ill.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

POPCORN WANTED.

POPCORN Wanted—Correspond with with us. Bradshaw Co., New York, N. Y.

MEAL FOR SALE.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsyke and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard. Kansas City, Mo.

BUYING seed oats, barley, clover, timothy. Paying highest prices. Send me samples. W. J. Baumann, La Crosse, Wis.

WANTED—BUCKWHEAT, MILLET, HUNGARIAN, POP-CORN, MUSTARD. Offer with samples. J. OLIVER JOHNSON, Chicago, Ill.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsyke, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEEDS WANTED—Clover, Timothy, Kentucky Blue Grass, Red Top, Buckwheat, Millets, Hungarian, Kaffir Corn, Milo Maize, Jerusalem Corn, Sugar Cane, etc. Mail samples. Quote F. O. B. here. Rockford Seed Company, Rockford, Ill.

SEEDS FOR SALE.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

TIMOTHY SEED for sale. Car lots or less. Samples on application. C. C. Norton's Sons, Greenfield, Ohio.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

GRAIN FOR SALE—When in the market for good Turkey wheat ask us for samples and delivered prices. We can always furnish you good wheat. Address The A. R. Clark Grain Co., Wichita, Kans.

HAY WANTED.

HAY AND STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaie Laplante, Fall River, Mass. Boston Rate.

GRAIN WANTED.

NEW CROP BUCKWHEAT WANTED. The flour for sale. Pape & Loos, Quincy, Ill.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

WANTED—Wisconsin winter wheat. Mail us samples and quote price. Arcadia E. L & Milling Co., Arcadia, Wis.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. Rs., Houston, Tex. Quote price F. O. B. cars, stating how many cars you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

FEED FOR SALE.

GROUND CORN and chop feed for sale in carlots. Prompt shipment. Write for samples and prices. Droge Bros., Council Bluffs, Ia.

POP CORN

Receivers and Exporters
Commission and Buyers
Correspondence Invited

BRADSHAW CO.
NEW YORK

BUCKWHEAT
WANTED
THE LARROWE MILLING CO., Produce Exchange, New York

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

THE ALBERT DICKINSON CO.
Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
SEEDS
Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
Main Office, CHICAGO, ILL.
MINNEAPOLIS, MINN

C. S. BRENT
INCORPORATED
LEXINGTON - KENTUCKY
Importers and Exporters
of
Grasses
AND
Clovers
Buyers of Grain, Field Seeds and Potatoes
Send Samples of What You Can Offer

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.
Buyers of
OFF GRADES and
SALVAGE GRAIN
Toledo, - - Ohio

Salvage Grain Wanted
I buy and sell damaged malt, flaxseed and salvage grain of all kinds.
WM. B. GALLAGHER
72 Pearl Street, BUFFALO, N. Y.

FRANK MARSHALL
253 LA SALLE STREET
CHICAGO

The Rate for Advertisements in above Departments is 15 cents per line each Insertion.

Heating of Grain Avoided

THE ZELENY THERMOMETER SYSTEM enables you to keep an accurate record of the temperature within the grain at all parts of the bin. It is a simple, accurate, reliable instrument, requiring no batteries and no cost of maintenance.

This apparatus is in successful operation in many plants. You cannot afford to be without it.

For full particulars, estimates and circulars, address

MULTIPLEX ELECTRIC THERMOMETER COMPANY

416 Third St., Red Wing, Minn.

HAMILTON RUBBER MFG. CO.

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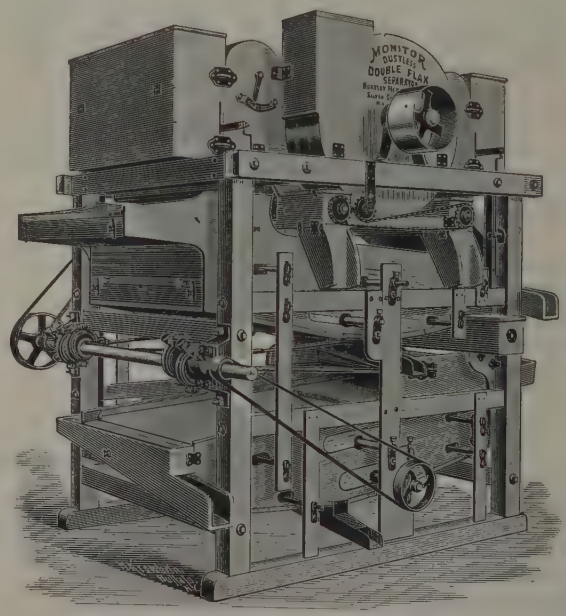
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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

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SOLID MARKS SCORING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., OCTOBER 10, 1907.

UNIFORM classification of freight while very difficult, will surely reduce the opportunity for discrimination and make it much easier to equalize rates.

THE ELEPHANT BUG, which attacked the Kansas corn fields last summer is not to be found at the Chicago Corn Show, but many elephant ears of corn are exhibited.

PENNSYLVANIA'S FEED LAW has been declared unconstitutional. When the legislators next attempt a folly of this character they will consult members of the trade affected before putting their ideas into statutes.

TENANTS find the temptation to sell grain which does not belong to them very great, and the higher the prices go the fewer will resist the temptation. Hence it behooves grain buyers to be more careful than usual.

COUNTRY BUYERS who lose heavily by reason of non-delivery of cars sold to them by farmers will unite more heartily in supporting new laws, and those who in summer fail to see will insist upon the support being in writing.

SHIPPERS over the A. T. & S. F. R. R. will be pleased to learn that the Union Grain & Storage Co. of Peoria, Ill., was recently paid the advanced price of a car of corn shipped to it over the Santa Fe, but lost by the carrier. In fact, the car had been hauled thru New Mexico, Arizona and Texas over so many different branches that the grain was a total loss, and the Grain Co. had to pay an advanced price to replace the corn bot several months before, but never delivered.

THE GREEN BUG is reported to be eating new wheat as fast at it comes up in Oklahoma. If the grain dealers and farmers could only induce President Roosevelt to take his blunderbuss and invade the wheat fields of the Southwest, the 1908 crop might still be saved.

GRAIN DEALERS who refuse to join any association might be likened to the scoop shoveler who makes a profit on grain secured without paying taxes on property. So the non-member reaps the benefits of the reforms promulgated by the associations without paying dues.

THE SUPERINTENDENT of a terminal elevator who has the direction of the mixing and loading out of grain can not be considered competent to grade and issue official certificates of inspection of the grain loaded out. No matter how honest or fair-minded he may be he will always be prejudiced involuntarily in favor of the quality of his shipments.

SET SCREWS on revolving shafts should be protected with collars so as to prevent clothing of employees catching on it and whirling them into eternity. It is easy to guard machinery so that this hazard is reduced to a minimum, yet employers and employees ruthlessly ignore the danger. The latest victim is Hans P. Engh, an employee of the Cargill Elevator Co. at Portland, N. D.

"WEEVIL, both red and black, are infesting the granaries of farmers hereabouts," writes a southern Indiana grain buyer. The trade suffered many losses as a result of this pest last season and no doubt will exercise greater care in killing and removing the insects when discovered. They multiply so rapidly that if left to enjoy the grain their number soon becomes so great as to cause heating of grain in the bin.

"BY FAR the most important matter you have to deal with is the membership question," said ex-President England at the Grain Dealers National Convention. "There is only one measure to our success,—the *cash* you put into the hands of the people whom you have selected to manage the affairs of this Association," said President Reynolds. The solution of the first proposition guarantees a happy disposition of the latter.

SOME Nebraska shippers of grain over the Missouri Pacific Railroad complain that whenever the Railroad Co. discovers that car is loaded in excess of marked capacity, the excess is removed and sold by the Railroad Co. While the loading of cars in excess of their carrying capacity is inexcusable, still the carrier has no right to confiscate grain entrusted to it for transportation. Shippers over this line will profit by installing good shipping scales and avoiding the excessive loading.

A BOY injured in the elevator of a Nebraska line elevator company has brot suit for $35,000, he having been caught in machinery of elevator and permanently injured. It is much cheaper in the long run to keep boys out of the elevator. While there is little probability of damages to the extent alleged being collected, still law suits are never desirable.

THE ELEVATOR of the future will be so constructed that it will not be necessary for employees to enter deep bins for cleaning or loosening a choke up. Nearly every month men engaged in such work are smothered. Last month two men in Boston, who went down into a bin filled with damp corn from a recent fire, with long poles succeeded in starting the grain to run and were swept down with it. If men must go into bins they shud be supported by ropes from above.

EQUITY, which is a more refined term for "square deal," and its promotion should be the keystone of commercial progress. The grain dealer who does not join the State and National Associations lessens his chances for *equity* in case he wishes to settle a claim. No court or jury knows the grain business like grain men, consequently supreme justice, in case of dispute, is meted only to those who are within the Associations ranks. This is logical, sensible, true.

THE PROPER DISTRIBUTION of cars among the grain shippers at any station would seem to be a matter of easy settlement, but it is one most state railroad commissions hesitate to pass opinion upon. The Iowa Commission holds that cars should be supplied to the shippers at a station in "the same ratio that the shippers used when cars were plentiful." This, of course, does not take into consideration any new shippers who may apply for cars, and does not protect the elevator man whose house is full from the scheming of the scooper who induces all his own and his wife's relatives to apply for five cars each.

COUNTRY grain dealers in various sections have declared on different occasions that they thot the Grain Dealers National Ass'n a little too "high toned" for them. They believe in, and patronize state associations, but feel the National is somewhat above them. That such is an entirely unwarranted and erroneous conception was demonstrated time and again during the sessions of the Cincinnati con-

vention. Country dealers were given the glad hand at every turn, and were welcomed in such a hearty manner they were not only delighted with their host, but with the men who make the National Ass'n. It is most assuredly true that the country dealer is the backbone of the Association, and the sooner all come to recognize this, and become members of this great and growing body the quicker will they begin to derive benefits that cannot be secured by the grain trade until all are working together.

GOVERNMENT INSPECTION of grain is closer to us than ever in the history of this country and it behooves those who wish to avert such a calamity to unite upon Uniform Grades. You hear Government Inspection continually talked in the East, and especially along the seaboard is the movement deep and significant. Little is being said and much done to bring about such a change. That there are causes for such a movement must be recognized and studied. Remove those causes and the job hunters promoting the scheme will be without talking points. The inspectors have been charged with trickery from time to time for which they are never responsible. Such charges should be ferreted out and publicity given to the truth so that those who are clamoring for Government Inspection shall have placed before them the adequacy of our present system when operated by efficient inspectors.

FARMERS' CONTRACTS TO DELIVER OATS MUST BE FULFILLED.

Illinois shippers of the oats sections of the state had so many farmers default on their verbal contracts to deliver specified amounts of oats that in self defense they were forced to bring suits to collect amount of their losses due to farmer's non-delivery of grain sold. It is the general complaint of grain dealers in all oat districts that the large sales by farmers have forced heavy losses upon them.

Where written contracts were taken it has been a comparatively easy matter for the grain dealers to obtain settlement from responsible farmers who failed to deliver the full amount of sale. It is interesting to note that one Bloomington, Ill. firm, the Rogers Grain Co., has been able to collect the amount of its loss suffered by non-fulfillment of a contract made over the telephone. It seems that two boys, neighbors of the farmer selling the oats, took down the receiver of their own telephones when the bell rang and heard Mr. Farmer sell 500 bushels of oats. Their evidence was accepted and judgment rendered for the grain dealer.

A New Lenox, Ill. dealer, who contracted with a farmer for 800 bushels of oats, discovered that Mr. Farmer did not propose to deliver because the price had advanced 10c per bushel. Accordingly he attached the oats and had the farmer arrested with the result that the Justice decided the farmer must deliver the oats, as he contracted.

In every case which has come to our attention recently the grain buyer has been able to prove the contract, the courts have recognized and required fulfillment, or the payment of damages. There is no reason why the grain dealer should bear the burden of the farmers' errors. If the farmers will sell for future delivery they must stand by their contract.

CAR FAMINE THREATENED.

Complaints are reaching us from all directions of difficulty in obtaining cars for shipment of grain. It is no longer a question of obtaining good cars; shippers are glad to get any. Memphis is badly congested. A number of Nebraska shippers have entered a complaint with the Railroad Commission of that state and one Omaha shipper has brot suit for damages, charging the Burlington Railroad with willfully and purposely retarding the shipment of grain. Iowa dealers are complaining most bitterly.

The Northwest is complaining more than any other section, many elevators being compelled to suspend business because of their inability to load out grain, and frequently when they succeed in getting cars for loading, the cars are left on side track for an unreasonable length of time. This ties up money and greatly increases the expenses of doing business.

The shippers who are accustomed to sell on track for time delivery should avoid making contracts which they have little chance of fulfilling. The high prices and vacillating markets, together with the scarcity of cars makes the selling for future delivery very dangerous for even those who have the grain in store ready for loading. To make matters worse the movement of merchandise and other freight is on the increase, so that as soon as new corn begins to move rail carriers and would-be shippers will receive concentrated chunks of *real grief*.

MISSOURI POLITICIANS KNOCKED OUT.

Every grain dealer who has had experience with the grain exchange weighing departments of Kansas City or St. Louis will be delighted to know that the circuit court has made permanent the temporary injunction restraining the Railroad and Warehouse Commissions of Missouri from weighing grain as provided for in the so-called Avery bill, enacted at the last session of the Missouri Assembly.

The politicians can find no excuse either as a police or health regulation to undertake the weighing of grain, and the trade has been so well satisfied with the service given by the exchange weighing departments none would think of suggesting that the work be turned over to politicians whose greed always dictates that department employees be selected on account of their political influence. The work of the grain exchange departments has proved their men have been employed by reason of their ability and eagerness to do careful work.

The politicians have been thwarted in their desire to control the weighing of grain in Missouri once before, hence it behooves the grain buyers in Missouri markets and shippers to those markets, as well as the dealers of the state, to lay their plans early for killing any legislation of this character which may be presented to the next General Assembly. They will surely make a third attempt.

NON-MEMBERS TO BE CHARGED MORE.

We have always maintained that it was a much safer and better business policy for shippers to confine their dealings in organized markets to members of the regular grain exchange. Those who have done otherwise have often paid dearly for the privilege.

Non-members, altho generally permitted to use the public weighing and inspection departments as members do, are under no obligations to the exchange, do not help to support it and are not held in restraint by its rules or required to arbitrate trade differences. In fact, the advantages of doing business with members of the organized exchange are so many the question is not debatable.

Beginning the first of next month New Orleans Board of Trade will give shippers who consign to members the services of the grain inspection and weighing departments for one-half the amount charged when they see fit to consign their grain to non-members. The non-members contribute nothing to the support of the exchange or the departments, hence it is only reasonable that they should be charged 50% more for the services of the two departments. It is expected that all receivers who wish to continue in business in the Crescent City will immediately apply for membership in the exchange and thereby gain the advantage of lower rates to members.

It would be much better for shippers if the grain inspection and weighing departments refused absolutely to render services for any non-members of the organized exchanges. This would place the business in much stronger hands and surround it with safeguards, which can not be attained without organization.

CONFIRMATION blanks may be devised by the score to make sale between buyer and seller binding, yet, unless the country grain dealer shows a more decided disposition to sign and return duplicate blank, the most binding form will be of no avail. Receivers who forward duplicate confirmation blanks to confirm purchase, believe, if they are willing to confirm contract the shipper should feel the same. It may be carelessness or it may be a disposition on the part of the country shipper not to tie himself up with a written contract. Any grain dealer willing to make a verbal agreement should be willing to back it up with his signature. It's not a question of honor but of business. *Written* contracts are merely evidence of verbal contracts which assist both parties in preventing misunderstandings and disputes. If you make a sale, show your good intentions by returning duplicate confirmation blanks properly signed.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

ASSESSMENT ON AVERAGE CAPITAL.

Grain Dealers Journal: In assessment of elevator property I have followed this plan which I think is perfectly fair. Take the amount of business done for one year in dollars. Divide by 24 (it being naturally supposed that a man can turn his money every two weeks), taking the quotient as the average capital: thus, if a man does $240,000 worth of business, his average capital would be $10,000; then his assessed valuation would be $2,000. This would include of course his other personal property, such as engines, buildings and all other tangible property. It seems to me this works no injustice to elevator men. Yours truly, Ed. Reeves, Byron, Nebr.

LOAD OF GRAIN STOOD 34 DAYS ON SIDETRACK.

Grain Dealers Journal: Do we get bum cars? Well, I shud say. I just finished coopering a car and it took 218 ft. of lumber to get it in shape. Often I pay a dollar to have a single car fixed up, and nails for this work cost me from 15 to 25 cents per car.

This is not our only trouble; we don't get enough cars and the elevators here are all full. I had to clean out a coal bin and fill that with wheat. When cars are loaded they are not taken away; the railroad men leave them on the sidetrack until they get good and ready.

I loaded one car August 20th and it was not taken out till September 24th.

The elevator man that has the most capacity is the one who gets the most grain here.—J. A. Johnson, Mgr. Geo. C. Bagley Elevator Co., Andover, S. D.

BURNS MORE OIL BUT IT COSTS LESS.

Grain Dealers Journal: We have been using kerosene as fuel for our engine, which operates our elevator, sheller, grinder, cleaner and have found it very satisfactory in some ways; in others not very satisfactory. We use a valve on both sides of our feed pipe, the one feeding the kerosene we shut off and start on gasoline. After once started we shut off the gasoline and turn on the oil. We simply use 150° test oil and find it gives us about same power as gasoline. It does not interfere with our sparking attachment. We find if we are cleaning grain which does not require much power we use gas, as the oil does not feed regularly. It misses igniting and pops like a cannon, but when using heavy power it does not do this, as the engine becomes hot and makes gas much better than when running light. In using oil the engine sometimes will stop because of oil not feeding regularly; then it is we have trouble getting started, as we have to cut out the oil and turn on the gas. We find very little difference in cost in the use of oil; think it burns more, but costs less. It smells bad, but as we often cannot get the gasoline it is necessary to use the oil.—Very truly yours, J. C. Lilley & Co., Burns, Kan.

MORE GRAIN THAN USUAL ALONG RIGHT OF WAY.

Grain Dealers Journal: I have noticed a trail of grain all along the tracks and a heavier trail than I ever saw in former years. This is more or less the railroad companies' fault for they give us such rotten old hulks that it is almost impossible to fix them up. Bad cars should be refused, but most of the time cars are so scarce we are glad to get any old box. —J. H. Cross of Hewett & Connor, Arlington, S. D.

COMPLAINT REGARDING GRAIN DOORS INVITED BY NEBRASKA COMMISSION.

Grain Dealers Journal: With reference to failure of the railroads to provide grain doors to country shippers, we would say, if shipper cares to file a detailed complaint the same will receive prompt attention. We will furnish such information as will enable shipper to file complaint in accordance with the rules and regulations of this Commission.—Nebraska State Railway Commission, Clark Perkins, Secy.

KEROSENE A SUCCESS.

Grain Dealers Journal: I am using ordinary kerosene costing seven and one-half cents per gallon in my gasoline engine of 32 h.p. developing full power at a much less cost than with gasoline. I have been using kerosene for six months and have not had the slightest trouble from deposits of soot or deposits of carbon in the engine. Parties wishing to know how I am using kerosene can find out by calling here. I will fully explain everything to them for $25, which price is low in comparison to what it has cost me to obtain this information.—E. L. Barnes, Milton, Wis.

CERTAIN GRADES OF KEROSENE CAN BE USED IN GASOLINE ENGINE SATISFACTORILY.

Grain Dealers Journal: In regard to the advisability and practicability of the use of kerosene in an ordinary gasoline engine, will say frankly that our experience in this field has not been sufficient to enable us to go deep into details of said fuel at this time. We are confident that the use of kerosene in an ordinarily gasoline mixer is not practical where the term kerosene is meant to cover the various classes of oils sold under that name. There are certain grades of kerosene that will work nicely in a good gasoline mixer. Other grades require that a mixer be built especially for the purpose, and in order to take the matter up intelligently we believe that it is almost essential to enter into a great deal of detail and engineering discussion. Yours truly, Olds Gas Power Company, Lansing, Mich.

COSTS $7 TO COOPER SOME CARS.

Grain Dealers Journal: I noticed letter in Journal regarding coopering of cars. I have one or two bills in myself and am glad to hear that dealers are at last awaking. I've been agitating this move for a long time.

Of course, personally, I don't pay for coopering cars, for this goes into the expense bill of my employer, but it's a big item for the man that owns the elevator, and its to my interest to reduce expenses as much as possible. I must have small cars for flax, and I order thirty and often get them in such condition that they won't hold bricks. I have paid as much as $7 to fix up one car. Often I could not get grain doors and had to buy same at the lumber yard and then the railroad people laugh at me when I present the lumber bill.

I had a car some time ago which was in very poor shape, it took about a day to fix it and then it did not look good to me. I called agent's attention to this car and he said it was all right. When about twenty miles on the road the end was pulled out of this car and I had to reload it, losing 2,000 pounds of wheat. These conditions must be remedied.—W. F. Robinson, manager F. N. Theisen, Woonsocket, S. D.

Delivery to Consignee Without Presentation of B/L.

The security and negotiability of Bs/L are affirmed by the Supreme Court of Minnesota in the suit of the Barnum Grain Co. against the Great Northern Ry. Co.

The B/L for a car of wheat was stamped "not negotiable" and the railway company contended that therefore it had a right to deliver the grain to the consignee named in the B/L without requiring the production of the B/L. But the law of Minnesota provides that "all Bs/L which shall have the words 'not negotiable' plainly written or stamped on the face thereof shall be exempt from the provisions of this act." Consequently such a B/L comes under the common law; and, in the opinion of the court, stamping with the words "not negotiable" in no way destroys its assignability.

The facts are that Iverson Bros. & Anderson, country shippers at Hampden, N. D., on Jan. 10, 1905, loaded into Great Northern car No. 77524, 60,000 lbs. of wheat, and were given B/L showing consignees to be McKinnon, Sons & Co., destination Duluth. Shippers made draft for $1,000 thru First State Bank of Hampden, with B/L attached; and on Jan. 13 the draft was paid by the Barnum Grain Co. at the request of McKinnon, Sons & Co. As the wheat never arrived at Duluth the Barnum Grain Co., holding the B/L, brot this suit against the railroad company.

Three days after loading car shippers requested station agent to divert car from Duluth to Minneapolis, and he did so without requiring B/L to be returned or exchanged. On Jan. 14 shippers notified McKinnon, Sons & Co. at Minneapolis, that the destination of the wheat had been changed from Duluth to Minneapolis; consignees doing business at both cities. Shippers also notified the local bank that destination had been changed and to present draft to the firm at Minneapolis.

At Minneapolis the Great Northern road had a general order from McKinnon, Sons & Co. to deliver all grain shipped to the firm to E. L. Welch & Co., who sold the carload upon arrival on commission and rendered an account to Iverson Bros. & Anderson on Feb. 16, 1906.

The Barnum Grain Co. was given judgment against the railroad company for $1,000 and interest by the district court of Hennepin county and the judgment is affirmed by the Supreme Court, holding that "If a railway company, after issuing such a B/L, delivers the goods to the consignee named therein, without requiring the B/L to be produced, it does so at its peril." 112 N. W. Rep. 1030.

Crop Reports

Canada.

Winnipeg, Man.—The final summary of 1906 wheat crop on Oct. 1, 1907, is as follows: Inspected 68,356 cars at 1070, 73,141,000 bus.; in store at country points, 1,250,000 bus.; in transit not inspected, 330,000 bus.; marketed at Winnipeg, 400,000 bus.; shipped over G. N. R. to Duluth, 700,000 bus.; in farmers' hands, 800,000 bus.; used by country mills, 8,840,000 bus.; used for seed and feed, 9,000,000 bus.; total, 94,461,000 bus. Spring wheat inspected, 67,547 cars, 72,275,290 bus.; fall wheat inspected, 809 cars, 865,630 bus.; oats inspected, 9,957 cars, 17,922,600 bus.; barley inspected, 2,263 cars, 2,715,600 bus.; flaxseed inspected, 908 cars, 908,000 bus.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

Idaho.

Sweetwater, Ida.—Threshing about all done and bulk of grain delivered to warehouses. Average yield of wheat 25 bus.; barley, 35. Farmers busy seeding and early fall grain showing up nice stand. On account of hail in July this station will ship only 75,000 bus. grain, fully 60,000 bus. short of last season.—Peter Muench.

Illinois.

Dalton City, Ill.—The coming crop of corn in this locality is simply fine, almost all of the corn is immune to frost, in fact a light frost would be a benefit to it.—Dalton City Grain Co.

Champaign, Ill.—Corn is now past danger from frost and good drying weather is all that will be required to mature it properly. There will be some rotten corn this year, but it is believed the quantity will be less than last year. As to the yield, that will be varied. Some fields will probably come close to the average of last year, but a great many will be far short. It now looks like the Illinois corn crop would be about 75 per cent of last year's average, and the quantity to be marketed about 70 per cent. On account of the high prices for oats farmers will feed more corn.—C. A. Dryer.

Indiana.

Hamlet, Ind.—Crops are pretty good. Corn was nipped some by frost but was not injured any.—M. D. Sterling.

Iowa.

Tingley, Ia.—We have had a good crop of oats, but some of it was destroyed by heavy rains; it is all nearly marketed. The corn will be a good crop this season.—X.

Terrill, Ia.—Another week of good weather will finish the threshing in this neighborhood, and owing to the high prices the bulk of the grain has been rushed to market from the machines.—T. H. Tvedten, agt. the Skewis Grain Co.

Shipley, Ia.—On the night of Sept. 24 we had a heavy frost, which made ice that was visible until 9:30 a. m. It completely killed the blades of the corn and will be the cause of a large amount of soft corn. While we have several fields of safe corn, there is none that will not have ears of soft corn, which will cause a poor grade.—B. L. Nutting, agt. Western Eltr. Co.

Essex, Ia.—I canvassed the past week (Oct. 1) South Dakota, Northwestern, western and southern Ia., which is the best part of the corn belt. I found that corn was out of the way of frost, and in very few localities was any frost seen at all, and then only in few low places. I found on continued investigation the real damage was to the corn crop in northeast Ia., which is largely a dairying district and where they cut up and feed the greater part of the crop. No damage has been done the real bulk of our corn crop, and 90 per cent of the crop is out of frost harm and in fine condition. The recent rains for the past few days is starting the pastures nicely and fall wheat is going in, in fine shape, and farmers are pretty well up with their work.—G. M. Gwynn.

Des Moines, Ia.—It is yet too early to make an accurate estimate either of the percentage that will not mature because of frost damage, or of the yield of corn. Our final crop report will be published in map form later. The percentage of crop matured is 74, and yield per acre, 34 bus. The report would indicate that the Iowa corn crop will not be far from 300 million bushels, but that 25 per cent of the corn will be soft. The Iowa corn crops of previous years are as follows: 1904, 303,039,266; 1905, 305,112,376; 1906, 373,275,000; average of 5 yrs., 301,666,175 bus. It would seem that this crop will be nearly an average crop. It is estimated (although there are no accurate figures available) that over eighty per cent of the corn produced in Iowa is fed on the farms and consumed within the state. If the prevailing high market value of corn should discourage feeding, there may be a larger amount of corn shipped than the comparative crop production would indicate.—Geo. A. Wells, Sec'y Iowa Grain Dealers Ass'n.

Kansas.

Bird City, Kan.—Our crops are very light this year. Wheat about 8 bus. to the acre; macaroni 10 bus. to the acre.—J. W. Coombs, agt. W. G. & Ed. Lyman.

Osage City, Kan.—Weather fine here after heavy rains. Wheat is up and looks best we have ever had it. No frost yet, and corn and Kaffir corn are doing fine, tho our crop will be only half a crop.—Osage City Grain & Elevator Co.

Kentucky.

Frankfort, Ky.—The condition of corn for October is 94 against 91 for September, and the acreage of wheat 87 per cent for next year's crop for September, and the acreage of wheat for next year's crop 87 per cent. The condition of corn a year ago was 107 and the crop of corn the largest in record, 105,000,000 bus.—Hubert Vreeland, Commissioner of Agri.

Michigan.

Lansing, Mich.—The final estimated yield of wheat in the state is 14. The quality is below the standard, the berry being considerably shrunken. The estimated total yield for the state is approximately 10,500,000 bus., which is 1,500,000 less than the estimate for 1906. The per cent of acreage sown this fall compared with the average for past five years in the state and southern counties is 81, in the central counties 82 and in the northern counties 80. The acreage of rye sown this fall 88 and estimated acreage of rye harvested is 345,840 and estimated yield 4,841,760 bus.

The average yield of barley per acre is 21, and estimated acreage harvested 71,903 and estimated yield 1,509,963 bus. The average yield of oats per acre is 20 bus. The estimated acreage harvested is 1,383,976 and estimated yield 27,679,520 bus. The estimated average yield of corn per acre is 30 bus. The acreage harvested is 1,625,850 and estimated yield 48,775,500 bus. The average yield of beans per acre is 13 bus. in the State and estimated acreage harvested 371,464 and estimated yield 4,829,032 bus.

Buckwheat will yield 15 bus. per acre. The estimated acreage harvested is 52,832 and estimated yield 792,480 bus.—George A. Prescott, Secy. of State.

Minnesota.

Bellingham, Minn.—Spring wheat is averaging about 10 bus.; durum about 18 bus.; barley about 32 bus.; oats about 30 bus.—M. M. Shockley, mgr. Farmers Elevator Co.

Barry, Minn.—Crops are light; wheat averaging 10 bus. of fair quality; oats 20 bus. of light weight. Barley is the best crop here, while flaxseed is fair.—H. T. Larson, agt. Cargill Eltr. Co.

Ada, Minn.—Twenty-five per cent of threshing done here, weather against us. Grain not yielding as good as expected, grading No. 2 northern. Oats yielding 25 bus. per acre, quality poorer than usual.—Agt. Thorpe Eltr. Co.

Missouri.

Columbia, Mo.—The weather during the month of September has been very favorable for maturing the corn crop. While a small per cent of the crop has not sufficiently matured to be entirely safe from a killing frost, the bulk of the crop, or more than 90 per cent has sufficiently matured that a freeze would not hurt it. The average date for a killing frost at Columbia is October 14th; hence, the danger now of any injury to the crop is about past. As stated in previous reports, there is scarcely a county in the state but what has some lowlands that were damaged by excessive rains early in the season, and on which lands there will not be as much corn as was produced in 1906. By taking the entire acreage of the state, the present estimate is for a yield as great or perhaps a little larger than last year. In the Southwest section the condition is from fair to good. All counties in this section including Bates and Henry, and those further north, will produce a very good crop, while the counies south will produce from 1/2 to 2/3 of a crop. The fodder is of excellent quality this year on account of the lateness of the crop, but for some reason not stated by our correspondents, a smaller percentage will be harvested for fodder. The weather during September was too dry for properly preparing the soil for wheat seeding, and on this account seeding has been delayed later than usual. At the date of making our report, October 1st, only 52 per cent of the entire crop had been sown; the Northeast section having 64 per cent in the ground, while the Southeast section had but 39 per cent. Recent rains, however, have put the soil in better condition and seeding will soon be completed. Because of the difficulty in putting the ground in order, it is estimated that the acreage sown this year will be about 10 per cent less than that sown last year. The greatest decrease is in the Southwest section, where it is estimated that only 82 per cent of last year's acreage will be sown; while in the Northwest section 97 per cent of last year's acreage will be sown. This year Missouri harvested 2,224,078 acres of wheat, yielding 20,830,000 bus.; and 720,412 acres of oats yielding 15,164,714 bus., the wheat crop being 14,000,000 bus. less and the oats crop 1,000,000 bus. more than last year.—Geo. B. Ellis, Secy. Missouri State Board of Agri.

Nebraska.

Ellis, Neb.—A good rain Sept. 26, put this territory in good condition for fall wheat. Wheat and oats average about 20 bus. to the acre. Corn some lighter than last year, and will average about 25 bus. to the acre.—H. E. Foster, agt. the Nebraska Eltr. Co.

Denton, Neb.—We had a fine rain Sept. 26 and 27 which puts the winter wheat fields in apple-pie shape and there will be considerable put in this fall. The present crop is nearly all threshed and came out No. 2 hard in good shape with a good yield. Corn will not be as good a crop as last year. Oats were light in weight and yield.—James Pearson, mgr. H. O. Barber & Sons.

New York.

Buffalo, N. Y.—The season is so favorable to State corn that the crop will be much better than it was expected to be at one time, especially when August refused to do anything for it.—J. C.

North Dakota.

Carrington, N. D.—What threshing has been done in the territory tributary to Carrington, "outside the hail district" is yielding from nothing to 8 and 10 bus., likely an average of 5 to 6 bus. Last year the writer had received from August 1 to September 25, 40,000 bus. of grain; this year 35 bus.—A. E. Ireland.

Ohio.

Columbus, O.—The seeding for wheat is progressing nicely, tho it is being retarded somewhat because of the late corn harvest, and for the same reason the acreage will probably be less than last year. Early sown wheat is generally reported as starting satisfactorily. Of the crop of 1906 there remains in the producers' hands 9 per cent. The total production of oats for the state, which is 32,918,284 bus., is an even proportionally greater decline over last year's production than that of the wheat crop, as this estimate is 13,246,483 bus. less than the estimate for 1906, while the area sown in 1907 as estimated from assessors' returns was 1,456,515 acres, compared with 1,365,434 acres sown for harvest of 1906. The average estimated product per acre for this year is 22.6 bus., and for last year it was 33.9 bus. Oats suffered from the same detrimental weather conditions that affected wheat and in addition there were very general reports from correspondents of great damage to the crop from blight or rust and insect pests, notably severe ravages by a small green insect. It will be noticed that the quality, reported at 78 per cent of an average, is poor. It is estimated from assessors' returns that 2,944,691 acres were planted to corn for 1907, but the prospect, which at present is estimated at 74 per cent, compared with an average, is not flattering due to unseasonable weather during and immediately following the planting season.

The area of fall and spring barley was 19,747 acres, the yield 25.9 bus. and the product 510,000 bus. of 86% average quality. The area of rye was 38,965 acres, the yield 17 bus., the product 661,950 bus. of 92% of an average quality.—Ohio Dept. of Agriculture.

Oklahoma.

Ralston, Okla.—From present prospects it looks as tho the green bug is going to eat the growing grain as fast as it comes thru the ground, as they are in the wheat already.—A. D. Krow.

South Dakota.

Bryant, S. D.—Spring wheat averaging about 10 bus. per acre; durum wheat 12 bus.; barley 22 bus.; oats 15 bus.; flaxseed 12 bus.—X. X.

Lily, S. D.—Oats averaging about 30 bus. per acre and test 30 lbs. Durum wheat making about 20 bus. per acre; barley about 20 bus.; spring wheat about 12 bus.—R. E. Parks.

Bristol, S. D.—Wheat of good quality and averaging about 6 bus. per acre. Barley is pretty good and runs from 20 to 30 bus. per acre.—B. Johnson, mgr. Chilson Grain Co.

Elrod, S. D.—Spring wheat making from 10 to 18 bus. per acre; durum wheat from 18 to 27 bus.; barley from 20 to 35 bus.; oats from 30 to 35 bus., and test about 33 lbs.—R. J. Patterson, mgr. J. G. Ostroot & Bro.

Grover, S. D.—Spring wheat is averaging about 12 bus. per acre; durum wheat 16 bus.; barley 20 bus.; oats 25 bus.; flaxseed 10 bus.—G. H. Hazen, mgr. Northwestern Eltr. Co.

Bristol, S. D.—Wheat mostly No. 1 and averaging about 10 bus. per acre. Quality of barley good and averaging about 20 bus. per acre. Flaxseed about 8 bus. per acre.—T. W. Stevens, mgr. Empire Elevator Co.

Garretson, S. D.—Excellent weather all fall. Threshing nearly completed and a large share of the grain marketed. Corn was nearly all out of the way of the hard frost. Farmers are all feeling good.—E. A. Bailey, agt. Atlas Eltr. Co.

Bristol, S. D.—Quality of spring wheat good and runs very even averaging 12 bus. per acre. Durum wheat nearly all of good quality and making about 20 bus. per acre. Barley is fairly good and averaging about 22 bus. per acre.—E. Larson.

Milbank, S. D.—Spring wheat is fair and making from 8 to 18 bus. per acre; durum wheat from 15 to 25 bus.; barley averages about 30 bus.; oats about 25 bus. Flaxseed is a light crop.—J. H. Malsed, mgr. Rickert Elevator Co.

Vienna, S. D.—Spring wheat is averaging about 13 bus. per acre; barley from 20 to 30 bus.; oats good color but light; flaxseed runs about 12 bus. per acre.—K. E. Seim, mgr. Northwestern Eltr. Co.

Watertown, S. D.—Crops are fair; spring wheat averaging from 12 to 14 bus. per acre; durum wheat about 15 bus.; barley about 20 bus. Oats are poor and light and making from 25 to 30 bus. per acre. Flax is a poor crop.—M. W. Murphy & Co.

Elrod, S. D.—Spring wheat averaging from 8 to 10 bus. per acre; durum wheat from 15 to 18 bus. Quality of all grain fine; flaxseed averaging from 10 to 12 bus. per acre; barley about 20 bus.—Wm. H. Moes, mgr. Atlas Elevator Co.

Arlington, S. D.—Barley fair and making about 20 bus. per acre; spring wheat averaging from 9 to 10 bus.; durum wheat about 16 bus.; flaxseed about 10 bus.—C. P. Swift, mgr. G. W. Van Dusen & Co.

Castlewood, S. D.—Spring wheat is averaging from 5 to 6 bus. per acre; durum wheat about 15 bus.; oats about 25 bus. Barley of good quality and good color and making about 15 bus. per acre.—John Tenold, mgr. Eagle Roller Mill Co.

Butler, S. D.—About 60% of a crop; spring wheat averaging about 9 bus. per acre; durum wheat about 20 bus.; barley about 23 bus.; flaxseed about 12 bus. The wheat berry is rather small this year but of good quality.—Farmers Elevator Co.

Elkton, S. D.—Oats test about 26 to 27 lbs. and average about 25 bus. per acre. Barley tests about 44 lbs. and averages about 25 bus. per acre; flaxseed about 15 bus.; durum wheat 20 bus.—F. W. Heintz, mgr. Farmers Elevator Co.

Groton, S. D.—Wheat is averaging about 10 bus. per acre and quality is equally divided between No. 1 and No. 2. Barley is good and making about 20 bus. per acre, grading No. 4 malting and No. 1 feed.—J. E. Kohlhoff, mgr. Ferney Farmers Elevator Co.

Groton, S. D.—Wheat mostly No. 1 and averaging about 12 bus.; barley very good quality and making about 23 bus. We don't raise any oats to speak of and will have none to ship. Corn is only ½ of a crop this year.—J. W. Kraft.

Arlington, S. D.—We have a light crop this year. Barley quality very good and averaging about 20 bus. per acre, flaxseed about 8 bus.; spring wheat about 8 bus.; durum wheat about 15 bus. Oats quality pretty good, test 31 lbs. and average about 20 bus. per acre. The quality of the wheat is the best we had for four years.—H. H. Swift, mgr. Atlas Elevator Co.

Watertown, S. D.—We raise very little spring wheat. Durum wheat is making from 20 to 25 bus. per acre; barley from 20 to 25 bus.; flaxseed about 10 bus. Timothy from 8 to 10 bus. per acre.—H. Krier, mgr. Farmers Elevator Co.

Government Crop Report.

Washington, D. C., Oct. 9.—The crop estimating board of the Dept. of Agri. reports the condition of flaxseed at harvest to have been 78; against 87.4 a year ago.

Buckwheat showed an average condition at harvest of 80.1; against 77.4 on Sept. 1; 84.9 a year ago; and a 10-year average of 82.9.

The average condition of the rice crop of the United States on Oct. 1 was 88.7; compared with 87.2 per cent on Oct. 1, 1906.

Barley will yield 147,192,000 bus., according to the preliminary estimate; compared with 178,916,000 bus. last year. The average yield per acre is 23.9 bus.; against 28.3 last year, and average quality 88.1; against 89.1 a year ago.

Rye will yield 31,566,000 bus.; against 33,374,833 bus. last year. The average yield per acre is estimated at 16.4 bus.; compared with 16.7 bus. as finally estimated in 1906. The average quality was 91.6; against 94.1 on Oct. 1, last year; 94.1, 92.6 two years ago and 91.6 in 1904.

As indicated by the government's figures the total yield of oats, using 23.5 bus. as the average outturn and 131,491,000 acres as the area, will be about 741,520,000 bus.; against a crop of 963,352,000 bus. in 1906.

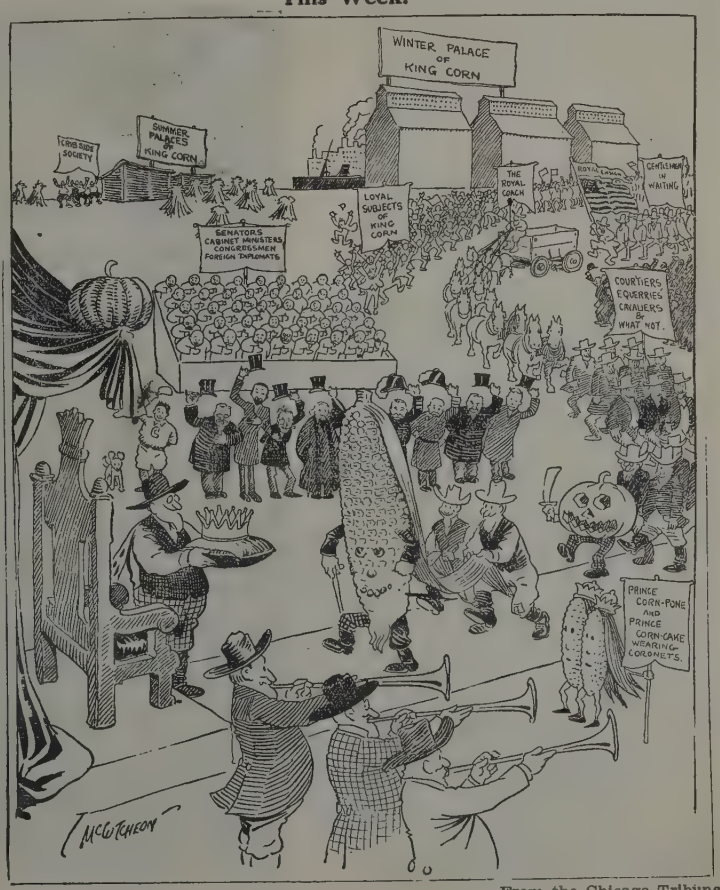
The government's estimate of the winter wheat crop was 409,500,000 bus. and the spring wheat crop of 216,067,000 bus., makes a total of 625,567,000 bus.; against 735,261,000 bus. in 1906. The following table shows for each of the five principal spring wheat states the preliminary estimate of yield and total production this year, with final figures for 1906 for comparison:

	1907 Bu. an acre.	1907 Est. yield.	1906 Bu. an acre.	1906 Yield.
North Dakota	10.5	55,130,000	13.0	77,896,000
Minnesota	13.5	59,891,000	10.9	55,802,000
South Dakota	11.2	32,267,000	13.4	41,955,000
Washington	24.5	21,903,000	19.6	17,187,000
Iowa	12.8	6,451,000	14.9	7,748,000

No preliminary estimate of the yield of corn is issued by the government at this time, but the condition of 78.0 is believed to indicate 500,000,000 bus. less than the bumper crop of last year. The following table shows for each of the twenty-five principal corn states the condition on Oct. 1 in each of the last three years and that of Sept. 1, 1907, with the ten year averages:

	Oct.1, 1907.	Sep.1, 1907.	Oct.1, 1906.	Oct.1, 1905.	10 yr. avge.
Illinois	86	86	87	96	84
Iowa	70	76	97	90	82
Nebraska	69	75	90	95	77
Missouri	84	86	90	94	80
Texas	78	80	76	76	73
Kansas	67	72	85	87	69
Indiana	84	84	96	99	86
Georgia	92	92	89	86	82
Ohio	78	77	99	91	84
Kentucky	88	87	99	95	82
Tennessee	86	86	94	84	79
Alabama	85	87	88	84	79
No. Carolina	89	92	84	83	82
Arkansas	60	62	93	79	78
Mississippi	74	77	88	71	76
Indian Ter.	68	72	93	93	87
Oklahoma	66	70	95	83	72
So. Carolina	93	93	81	75	77
South Dakota	72	70	93	95	82
Virginia	86	86	92	97	87
Louisiana	70	75	84	69	81
Minnesota	73	76	95	95	85
Michigan	76	78	95	89	84
Wisconsin	77	80	98	96	87
Pennsylvania	75	70	95	96	86
United States.	78.0	80.2	90.1	89.2	79.6

Mr. Maize Was Crowned King of Cereals at Chicago's Corn Show This Week.



From the Chicago Tribune.

Eleventh Annual Meeting

of the

Grain Dealers' National Association

Cincinnati, Ohio, Oct. 2-3

The eleventh annual convention of the Grain Dealers National Ass'n, which was held in the banquet hall of the Sinton Hotel, Cincinnati, O., was unequivocally a success. The hall was handsomely decorated for the occasion, the national colors being tastefully hung in graceful festoons over the side walls and about the stage. Others starting from the sides and top of the proscenium arch were gathered at the back of the stage back of a shield bearing the national colors and surrounded by large flags. An abundance of ferns and palms completed the decoration of the stage.

Previous to this meeting, while the facts about it were being promulgated in order to stimulate interest among grain dealers, those who were spending their time, energy, money, in order that it might be successful, believed it would be the "best" ever convened. If there were any skeptics who came to the convention to scoff they remained to praise; not only was every speech delivered and every paper read an able one, but Cincinnati was a royal host and the dealers who participated in the features of frolic and food so generously provided by the members of the Chamber of Commerce, were singly and unanimous in *Resolving* that they are all "jolly good fellows."

Opening Session.

The meeting was called to order Wednesday, Oct. 2, at 9:18 a. m., by Pres. Chas. England of Baltimore.

After the invocation by the Rev. John L. Hill, Pres. England introduced Governor Andrew L. Harris, who welcomed the dealers to the state. In the course of his remarks he assured the shippers of the earnest efforts of the state railway commissions to facilitate the movement of the crops. He commended the good work of the Ohio Grain Dealers Ass'n in inaugurating Seed Grain Specials and thereby encouraging and helping the farmers to the careful selection of seed and the growing of more and better grain.

I again welcome you to our state and wish you a successful meeting.

In introducing President W. A. Bennett of the Cincinnati Chamber of Commerce President England alluded to the fact that the incorporation of the Cincinnati chamber in 1850 made it the Dean of the country's grain exchanges.

In responding Pres. Bennett invited the dealers to visit the exchange floor and welcomed all to the city.

Geo. F. Stone, sec'y of the Chicago Board of Trade, in responding to the addresses of welcome, tendered his auditors an oratorical treat and as usual delighted all. In the course of his remarks he said:

From Response by Geo. F. Stone.

Mr. President, ladies and gentlemen, I salute you in the name of Commerce. Commerce, more than anything else, promotes that intercourse of mankind, inspires emulation, excites and gratifies curiosity, softens the asperity of manners, brightens the intellect, and awakens the sympathies of the heart.

A distinguished writer has said that there are no more useful members of the commonwealth than merchants; they unite mankind together in mutual intercourse of good offices; they distribute the gifts of nature, find work for the poor, wealth for the rich and magnificence for the great. Commerce tends to do away with those prejudices which create animosity and father dissensions between nations; it softens and polishes the manners of men, and it unites them by the strongest of all ties, the desire of supplying their mutual wants. It creates in their midst an order of citizens who are bound by their own interests to promote the public tranquility.

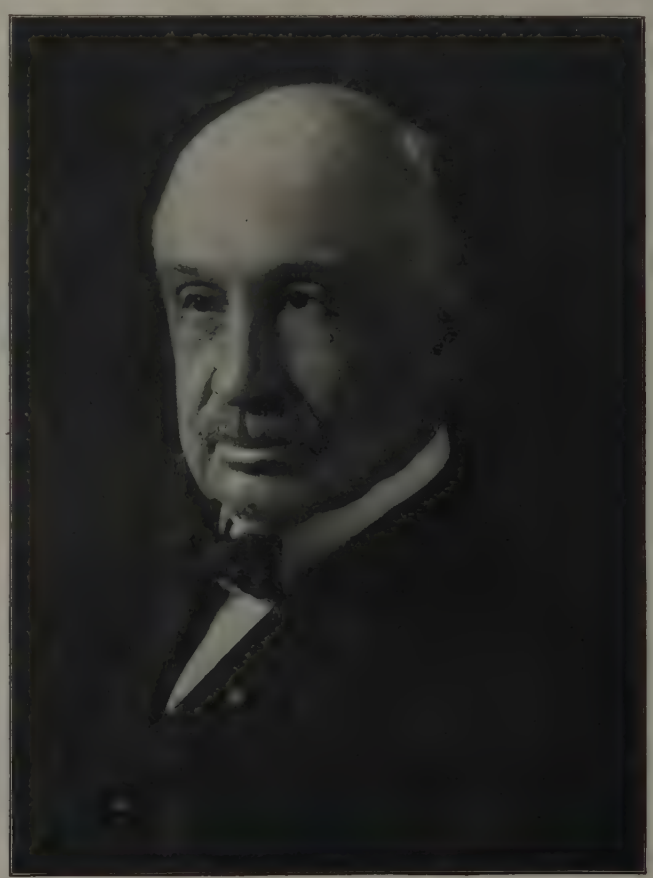
As soon as commerce obtains a footing in any community, we observe a new genius in its laws, in its plans, in its negotiations, in its alliances and in its wars. Commerce, gentlemen, is peaceful, persuasive, reciprocal; she knocks at the doors of nations, but does not batter down those doors. She does not enter with malice or with a desire to steal or enslave, to capture or to subdue, but by the instrumentality of exchange she diffuses blessings among all peoples.

It is not too much to say, I think, that the history of commerce is the history of civilization, for commerce is the goddess who quietly and majestically leads in her train the arts, sciences, and Christianity itself.

The establishment, gentlemen, of boards of trade is a necessary incident to the pursuit of commerce; and in all commercial life boards of trade or chambers of commerce, or commercial organizations by whatever name you are pleased to call them, summon the forces of individual capacity and marshal the resources of the field and of the mine. They call forth for the common good the latent forces of mind and matter. They legislate not for one community or one country, but for a world-wide commerce.

They plan to minimize the risks of business transactions for the economical conduct of business and for transportation rates therewith to shipper and to buyer. Their primary function is to bring the buyer and the seller together in the interest of equity; to collect and disseminate valuable economic information; and to extend to their members the benefits of co-operation in all legitimate pursuits.

This organization, the Grain Dealers' National Ass'n, is performing these duties, not for itself as an organization, not imbued with any idea or spirit of monopoly, but seeking to diffuse the advantages of commerce among merchants—among buyers and sellers alike. It seeks to extend the public benefits, public franchises that have been created by the public for the



Geo. F. Stone, Sec'y of Chicago Board of Trade, who responded to the Address of Welcome.

good of the public and to distribute them without partiality and without any preference.

It insists that the great inter-state commerce law shall be so executed that the very least shall feel its care, while the greatest shall not be exempt from its power. (Applause.)

* * * *

Gentlemen, with the aims and purposes of the Grain Dealers' National Ass'n you have been made familiar. I want to say again, on behalf of that Association, that we are deeply indebted to his Excellency the Governor and to the President of the Chamber of Commerce of this municipality for their presence and for their words of welcome. We here are assembled in this season and this annual meeting to deliberate on questions and methods having in view solely the public welfare. We cannot fail to realize the responsibility which rests upon us, upon the men and women of this generation, in view of the great and glorious heritage which is ours; let us never be unmindful of the fact that the past, the present and the future all demand of us the most exalted citizenship, the finest and the most faithful performance of our duties, in order that we may contribute not only to the commercial and industrial welfare of the United States, but that we may so guide our hands, our heads and our hearts that we may contribute to the character of American citizenship. (Applause.)

Mr. Stone extolled the great ordinance of 1787 in words of warm praise and told of the many great men contributed to the nation by Ohio. His enconium of William McKinley won repeated applause.

Vice-Pres. W. S. Washer in thanking Mr. Stone for his scholarly address was supported by the prolonged applause of the audience.

President England read the following address:

President England's Report.

Usage makes it obligatory for your President to report to you regarding the affairs of the Ass'n during the year, but the requirement of the By-Laws, that reports be submitted by your Standing and Special Committees, is a wiser provision, because upon these is imposed a very large share of the work of the Ass'n, and they can therefore best report to you in detail. The various committees are entitled to your thanks for the services they have rendered in handling the matters submitted to them.

By the resignation of former President Henry L. Goemann, which was effective February 11, 1907, there was a change in your Executive, a matter which under any circumstances could not be favorable for the Ass'n; and in this instance was especially regrettable. In these days we are apt to incline to the belief that official positions are always easily filled, but this is putting too low an estimate upon faithfulness. The loss of Mr. Goemann's official services could not be otherwise than unfortunate for the Ass'n. Being a man of broad ideas, an earnest worker, also an ardent advocate of organization in its best sense, it is not to be supposed that the less experience of his successor would enable him to assume the responsibilities of the office in the middle of a term, with the expectation of successfully carrying out his predecessor's plans.

Mr. Goemann's devotion to the interests of the Ass'n and his efforts for its uplifting when his valuable services were especially needed, are well known to the grain trade, and this Ass'n will always remain under obligation to him for his conscientious and earnest efforts in its behalf.

Uniform Grade Congress: At the last meeting of this Ass'n a resolution was adopted recommending that all markets having a public inspection be requested to name a delegate, such delegates to meet as soon as possible to make recommendation to all exchanges for a uniform standard of grain inspection. In accordance with this resolution, your officers called a meeting at Chicago, December 11, 1906, which resulted in the formation of the Uniform Grade Congress. This Congress selected J. W. McCord as its Chairman and J. F. Courcier Sec'y. Detailed reports will be submitted to you by them with recommendations for your consideration.

Uniformity in commercial usage is always desirable, and the grading of grain is no exception to this general rule; but uniform grading of grain is a matter of such vast importance and so far-reaching in its effect, that hasty and ill-advised action might not only result in disarrangement of business, but perhaps bring disaster to some important interests.

In a matter of such vital national importance, the selfish clamorings of the last purchaser of American grain should have little influence, and if there are benefits to bestow, it is far wiser to give our producers every advantage compatible with business judgment and the general welfare of this important business. The volume of grain business in the past can only be repeated in the future by the continued co-operation of all interests, and too much consideration for the interests of the foreign buyer will undoubtedly result in the curtailment of our exports.

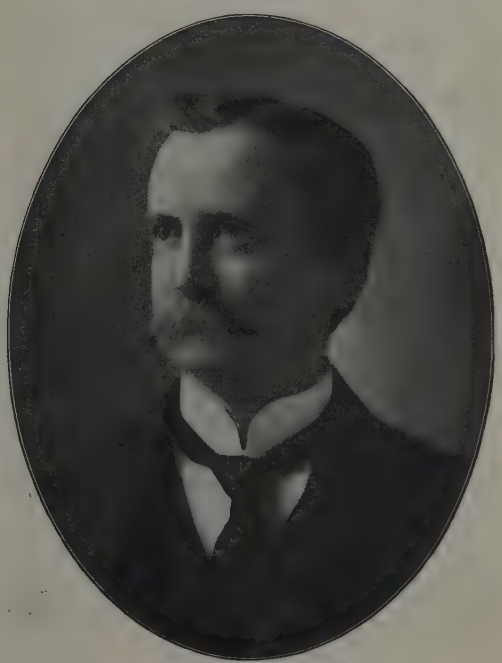
Need of Members and Funds: By far the most important subject for your consideration is the broadening of the work and influence of your Ass'n, and this deals directly with its membership. It is folly to suppose that the selection of officials and committeemen, no matter how earnest and capable they may be, is all that is necessary to maintain the prominence of the Ass'n, and advance the general interests of the grain trade. Back of the working management there must be a membership which just as fully and capably represents the important business you are identified with, and of sufficient numbers to insure ample revenue not only for the maintenance of the organization, but also to devote to the important business matters which an Ass'n of this character should deal with.

In proof of this it is only necessary to refer to the experience of the past year, and to say that at no time has there been more than sufficient money in your treasury to meet the present and prospective fixed expenses, and there has never been sufficient funds available for use in the furtherance of the general purposes of the Ass'n, or to obtain those business advantages which an individual cannot hope successfully to contend for, and which are the chief objects of this organization.

If your officers are obliged to consume all their time in a struggle for the existence of the Ass'n, then at the close of each year your interests, at best, will be no farther advanced than in the beginning, and nothing tangible obtained in the meantime. There is nothing of a personal criticism in this, but it is a general reflection upon all of us, that in other matters



President Elect A. E. Reynolds, Crawfordsville, Ind.



Ex-President Charles England, Baltimore, Md.

we devote more or less time to the strengthening of the means by which we seek to obtain our ends. Nevertheless, when it concerns this important organization, we are apt to go to our homes from these meetings, after obtaining all the business benefits possible, and forget its affairs until called to the next annual convention, it never occurring to us in the meantime that we have an obligation to the Ass'n by personal effort to secure at least one new member from among our business acquaintances.

The present scheme of dual membership unquestionably has its advantages, and no change should be made in it without the most careful and deliberate consideration; nevertheless it must be admitted that the experience of the past eleven years has not demonstrated the present arrangement to be an entire success, nor has it brought the results reasonably expected, therefore the question naturally arises whether the present plan cannot be materially improved, and such wise changes be made as will result in more effective work than this Ass'n has been capable of in the past. Its opportunities are great, and the necessity for its work is urgent, hence this matter requires your best thot and conservative action.

The advance in eastbound grain rates, effective May 1, last, is worthy of more than passing notice. Not only were the rates on eastbound grain from Chicago increased 2 cents per hundred pounds, but there was also a rearrangement of the local and proportional grain rates. This rearrangement had the temporary effect of disorganizing certain elements of the grain business. We believe that conditions have so shaped themselves that the grain interests have now accommodated themselves to the rearrangement of local and proportional rates; and, as to the advance in rates, it is said that the producer has been mulcted to this amount.

Coincident with the advance referred to, a new system of making grain rates for official classification territory was put in vogue. The percentage rates heretofore in force and effect were, so far as grain rates are concerned, discarded, and the basing system inaugurated. The net result of this change in making eastbound grain rates was to disarrange the entire transportation geography of Central Freight Ass'n territory. Points west of Pittsburg and east of the Mississippi were by this action placed in other positions (so far as the transportation rate on grain is concerned), than they had heretofore occupied; some points were placed relatively further east while others were placed at a greater distance from the Atlantic seaboard.

This rearrangement we believe has created undue discrimination between localities, and as well created unreasonable preferences between the various shipping points. The time at which these rates were put into effect.—in the spring of 1907, just at the opening of lake navigation,—clearly indicates the power and ability of the railways to make such rates as they see fit without let or hindrance from any other power. It has been usual and customary to see eastbound rail rates decline with the opening of navigation, and when navigation closes we as merchants have been expecting an advance.

Without interference, without consultation, without advice and apparently with an eye single to the benefits of the carriers, this advance was put into effect despite the supposed competition of water carriage upon the Great Lakes. This incident is cited to show the helplessness of the shippers in the matter of the prevention of an increase in rates; such action rests entirely with the carriers, and there seems to be either no one to prevent advances in rates or the merchants neglect to take the weapon, if they have one.



First Vice-President A. G. Tyng, Peoria, Ill.

These matters are so clearly within the scope of this organization, that they should appeal forcibly to all of us, and the Ass'n be prepared to use its influence against changes in freight rates, whereby the grain trade generally is unfavorably affected; and the establishment of freight rates should not be based upon how much the commodity will bear without material loss of traffic to the carriers, but upon an arrangement fair alike to the grain trade and the carriers. You have among your membership men of wide business experience, also those well versed in transportation matters, and the Ass'n should always seek their advice and co-operation, also have at its disposal ample means to protect the interests of the trade which you are supposed to represent.

Bills of Lading: A matter of great importance to all handlers of grain is the so-called Carmack Amendment to the Rate Law which provides for the issuance of a bill of lading for the property shipped, under which the carrier shall not exempt itself from certain liabilities named therein. The Interstate Commerce Commission had a hearing in this matter June 15th, 1907, and at that time declared that being an administrative body, it was not its purpose to consider the constitutionality of the Amendment, but would hear testimony as to its proper interpretation. Your Ass'n was represented by counsel at that hearing, who asked to file a brief in your behalf and accordingly on June 28th a brief was filed. This brief is a full statement of your position in this matter and says in conclusion "that the continued failure of carriers subject to the Act to regulate commerce, as amended, to issue a receipt of bill of lading in accordance with the mandatory provision of Section 20, makes them liable for the penalties provided in paragraph 1 of Section 10 of the same act—and we respectfully suggest to the Commission that being authorized and required by Section 12 of the Act 'to execute and enforce the provisions of this Act,' it institute proceedings to compel obedience to the requirements of Section 20, and to make an order requiring the carriers to 'conform to the regulation or practice as prescribed.'"

For your information we will state that the penalties your counsel refers to is a fine not to exceed five thousand dollars for each offence upon conviction thereof in any district court of the United States within the jurisdiction of which such offence was committed.

The Interstate Commerce Commission will hold a final hearing upon this matter October 15th, and it is of the greatest consequence to you that this Ass'n be strongly represented at the coming hearing, by counsel, or otherwise, especially as the form of bill of lading which the carriers have practically submitted to the Commission, is not in your interests, some opinions to the contrary notwithstanding.

Comparatively a few years ago there was very little discussion in regard to bills of lading and it is a question whether many shippers or receivers even read the conditions thereon, but when the carriers attempted to enforce these conditions it became evident that the interests of the shippers were imperiled and if the position of the carriers is maintained, sooner or later all of us will be subjected to serious losses by the damage and destruction of property while in the custody of the carriers, and from other causes.

Finances: Attention is especially called to the report of your Treasurer, which will be submitted to you later, and will explain in detail the financial condition of the Ass'n. It is not out of place here to speak again in no unmistakable terms regarding the importance of providing ample means for the future work of the Ass'n. Those unfamiliar with the work of the Secretary, can have little appreciation of the many calls upon his time, which must be met cheerfully and promptly. It is unwise and unbusinesslike that it should be necessary for so much of his time to be consumed in obtaining funds to meet the running expenses of the Ass'n. The credit balance on his statement is not a surplus, but represents a portion of the current year's income, which with the remaining dues yet to be collected, will be barely sufficient to meet the fixed expenses until July 1st, 1908. In all business enterprises, among the first considerations is the matter of finances, and this body of business men should so regard this matter.

It is a painful duty to record the death of your former fellow member and director, D. Hunter, whose death occurred at his home, Hamburg, Iowa, soon after the adjournment of the last convention, when he was chosen as one of your directors. Mr. Hunter was a most active and enthusiastic member of this Ass'n, and during his life, seldom, if ever, missed a meeting. He was one of the early members and a most faithful worker, cheerfully giving his time and energy to the advancement of the Ass'n.

Upon motion of E. M. Wayne the president's address was received and placed on file.

Sec'y Courcier read his annual report which follows:

Seeretary's Report.

It is with a great deal of pleasure that I submit this my second Annual Report as Secy.-Treas. of the Grain Dealers' National Ass'n. Not pleasure because of any achievement of mine, but because the grain trade has proved itself able to care for its own.

The year now closing has presented some difficult problems for solution, and while some of these have not rounded into definite accomplishment as some of us have hoped they might, yet nevertheless, there is not a proposition to which the Grain Dealers' National Ass'n committed itself at its Tenth Annual Convention that is not farther advanced to-day than it was then.

Unfortunately, early in February, we suffered the loss of President Goemann thru resignation. Altho seriously handicapped by unfamiliarity with the work immediately at hand, Mr. England, the first Vice-Pres., took up the duties of President, and has ably directed the affairs of the Ass'n, to the end of another convention year.

During the year, we have sent out from my office approximately 6,000 individual letters, 20,000 cicular letters, and 104,000 pieces of other printed matter, and have attended seven conventions. It has also been my privilege to visit nine cities on official business, and the uniformly cordial treatment accorded in every case, was evidence to me of the high esteem in which the organization, which I had the honor to represent, was universally held.

Hay and Grain Joint Committee: This Committee met in my office Sept. 1st, 1906, for the purpose of considering the advisability of employing counsel to represent the Committee before the Interstate Commerce Commission and other bodies of National Jurisdiction, and to pass upon the legal phases of differences submitted for arbitration, before passing them on to the Arbitration Committee; the object be-



Second Vice-President J. L. King, Philadelphia.

ing to relieve the members of the Committee of that part of the work, thus enabling them to apply trade customs and name their award without delay, and without having to give up so much of their valuable time without pecuniary reward.

The Chairman, who will report to-morrow, was instructed to represent the joint committee in furthering negotiations within prescribed limits as to salary, and subject to the approval of the Board of Directors of the National Hay Ass'n. Mr. Goemann's report will show why the subject was dropped, and why nothing further was done with the joint committee.

Feed Trade Rules: The Chairman of the Committee on Feed Trade Rules will make a detailed report of what has been accomplished by his Committee. This Committee was the outgrowth of the agitation for a Feed Dealers' National Ass'n, reported at our last annual convention; the principal advocates very kindly yielding to the importunities of quite a number of feed dealers who were members of the Grain Dealers' National Ass'n, and who believed that better results at reduced cost could be attained under the auspices of this association than under the direct control of a new and unknown separate organization, giving them an opportunity to see what could be done. The Committee is composed of men well informed on prevailing customs and needed changes, and it is, therefore, more than probable that a working basis will be established before the adjournment of this convention.

Crop Reports: Without anticipating the report of our committee on crop reports, it may not be amiss for us to urge you to include the committee on crop reports in your list of standing committees.

We consider the crop report division of the United States Department of Agriculture to be of the greatest importance to the grain trade. Without it, how would thousands of us know where surplus grain could likely be found, or where the greatest scarcity existed, thus determining, in a large measure, the grain movement for the year. How many of us have, in the past spent a great deal of time and money preparing to buy grain in a given territory, to learn at the last moment that there either would be no surplus or that the surplus, if any, would be taken at a premium by a section of country heretofore supplied from elsewhere. A carefully arranged map with the information furnished by the government crop reports noted thereon enables us to keep before us at least the approximate possibilities of the producing and consuming sections of the country and to avoid profitless preliminary investigations. Therefore, we feel that our crop reports as issued by the United States government are indispensable even in their present imperfect form, and that the Grain Dealers' National Ass'n could do no better thing than carefully to study crop report methods through a standing committee, and to be prepared to assist, whenever possible, in improving the methods now in vogue.

Demurrage: The Chairman of your committee on demurrage has worked very hard to develop a system of car service that would be equitable to all affected, and his report as it shall be given later, will give you an idea of how unwieldy some of these great problems are. The Ass'n does not stand committed to any specific car service policy; therefore, all correspondence and other matter pertaining thereto, received by your Secretary, has been referred to the Chairman of the Committee on Demurrage. Interchange of equipment, at least sixty per cent of the trouble now charged to the car shortage problem, would be eliminated, and the adjustment of the remaining reduced percentage would be correspondingly easy.

Transportation: On March 27, President England directed me to appear the next day before the Grain Committee of the Central Traffic Ass'n, in company with my representatives of the Ohio and Indiana Grain Dealers' Ass'n and others, to request a postponement of the date of effectiveness of the then announced advance in grain rates.

The resultant thirty day postponement, saved the grain trade thousands of dollars.

Legislation: Uniform B/L Circular and draft of B/L.

Supplementary to the report of the Chairman of your Committee on Legislation, I shall merely report the detail work of our office in connection with the matter of a uniform Bill of Lading.

By the advice of counsel and with the approval of our Executive Committee, we issued from our office on October 1, 1906, a circular relating to the initial carrier's liability and including a number of rules to be observed in the matter of Bill of Lading, a copy of all of which I here insert, to constitute a part of this report.

Approximately 4,000 copies of this circular were ordered by our members at their expense, for distribution among their customers.

Immediately following the announcement that the joint committee of shippers and carriers at a meeting in Chicago, December 7-9, 1906, had reached an agreement, and that the new bill of lading would be stamped "Not Negotiable," chiefly because Pennsylvania and some other states had laws prohibiting negotiable bills of lading, we sent the following letter to Mr. Caldwell, of the carriers' committee:

"According to press reports at hand, the new bill of lading will be stampel 'Not Negotiable,' provided the recommendations of the joint committee shall be adopted, and, to this the Grain Dealers' National Ass'n wishes to interpose an objection.

"Practically in its entirety, the car lot grain business of this country is done on a basis that renders a negotiable bill of lading indispensable; therefore, we most respectfully petition your Committee to advocate the elimination of the words 'Not Negotiable' from the printed form, and to provide a special rule to conform to the laws of the states having specific statutes on the subject."

Some time prior to this I prepared a draft of my version of what a bill of lading should be, but held it up, pending announcement of the report of the Committee on Phraseology. As soon as the Committee reported, and the result was found to fall so far short of our expectations, I sent President England a copy of my recommendations.

Confirmation Blank: As soon as the Committee on Confirmation Blank had been appointed, I sent all accumulated data to the Chairman, whose report at this convention will mark the beginning of definite association activity in the matter of uniformity in this regard.

In order that our trade rules may attain to their fullest measure of usefulness to the trade, it is necessary that a uniform avenue for their expression be inaugurated in the form of a Uniform Confirmation Blank, and to that end I would respectfully recommend an amendment to the constitution creating a standing Committee on Confirmations.

Trade Rules: Owing to the time and attention claimed of the grain exchanges during the year in connection with the matter of Uniform Grades, we have not urged the consideration of the proposition to adopt our trade rules, or otherwise to assist in bringing about uniformity. Nothwithstanding this, our rules have been adopted by the Atchison Board of Trade, Kansas Grain Dealers' Ass'n.

Since our last Annual Convention, I have sent out from my office approximately 1,500 copies of the Trade Rules, upon request, in addition to those furnished our direct and affiliated members at the time of initial distribution. We have often stated, and now repeat that if the association were to do nothing more from year



J. W. McCord, Columbus, O. Chairman Executive Committee.



J. F. Courcier, Toledo, O. Reelected Sec'y-Treas.

to year than to stand sponsor for its Trade Rules and their universal adoption, the amount of dues paid by our members would be profitably invested.

Arbitration: 24 cases have been filed for arbitration. In addition to this we received eleven (11) inquiries for instructions in the matter of filing claims for differences.

The above figures disclose a marked increase in the trade's appreciation of this feature of Ass'n endeavor.

We have experienced some, but very little, difficulty in securing compliance with the terms of the Arbitration Committee's awards.

As to why a member should withhold prompt adjustment, I leave to your own imagination; but, in the interest of a higher regard for such obligations, I wish to quote from the last annual report of the Arbitration Commiteeé of the Texas Ass'n. "The Committee means briefly to pay its respects to the moral degenerate, the man who, after entering upon the friendly arbitrament of any dispute, under a pledge of honor to abide the result, stultifies himself and outrages all decency by failing to do it. The language does not hold a fit expression of contempt for the mongrel who repudiates the obligations of arbitration into which he has entered as a free agent."

We will admit the views of the Arbitration Committee of the Texas Ass'n to be a severe arraignment, but I am not disposed to modify it, and wish it were possible to place that part of the report which I have just given, before every grain dealer in this country, so that no guilty ones might escape. Do not construe this as being an imputation on the grain trade as a whole by any means, but I think you will agree that the reputation of one contract, more than offsets the good influence of a hundred honorable transactions.

Under the present arrangement, the work of the Arbitration Committee is purely a labor of love, and the grain trade owe the members a debt of gratitude for the comprehensive painstaking manner in which they have prepared their opinions and awards. Unlike many other arbiters, they do not merely make their awards and stop. On the contrary, they prepare a detailed statement of facts upon which their conclusions are based, thus giving the trade in general an opportunity to profit by the faults and errors of others.

Uniform Grades: Inasmuch as I am to report later as secretary of the Uniform Grade Congress, I will not take up your time by recounting any more details than will be necessary to bring us up to the opening of the first Congress.

On Aug. 28, 1906, at the direction of President Goemann, and in obedience to the instructions of our Tenth Annual Convention, I issued a letter to all the principal grain exchanges and inspection departments of the United States, Pacific Coast points excepted, requesting the appointment of delegates to a proposed Uniform Grade Congress, for the purpose of formulating uniform rules for the grading of grain, to be recommended to those in authority, for adoption.

After a sufficient number of Grain Exchanges, Boards of Trade, Chambers of Commerce, State Inspection Departments and Grain Ass'ns to insure a representative attendance had signified a willingness to send delegates, we issued a call to meet in Chicago, Dec. 11th, 1906. This practically brings us up to the report of the Secretary of the Uniform Grade Congress.

Membership: The work of securing new members has been prosecuted thruout the year with as much vigor as circumstances would permit.

Solicitation by mail is a very difficult thing to handle for the reason that if you make your communications of sufficient length to cover all the reasons why non-members should give us their applications, they would not be read by busy men; and if too much brevity is employed, the effect is correspondingly weakened. It is also a question whether too frequent solicitation might not create the impression that we are a mendicant society unable to accomplish anything of any character because of the lack of funds. Realizing all this, we have from the beginning made this special endeavor to enlist the co-operation of our members. The interest manifested by our members this year has greatly exceeded that of the last, and the results to the Ass'n, in dollars and cents, shows a corresponding increase.

It was my privilege and pleasure to represent you at the thirteenth Annual Convention of the Illinois Grain Dealers' Ass'n, in June, 1906, and while there, we succeeded in bringing about the re-affiliation of that ass'n. It will be understood, of course, that we did not accomplish this single handed. Because of a difference that had existed for several years, there were a great many prejudices to overcome, and this could not possibly have been accomplished without the hearty co-operation of the officers and members of the Illinois Grain Dealers' Ass'n.

The Iowa Grain Dealers' Ass'n at its annual meeting in July voted to re-affiliate with the National Ass'n, subject to the discretion of the governing board. Because of some new work already in hand, the governing board, upon consideration, deemed it advisable to defer further action in the matter of affiliation, until some future time, when their finances would justify them in filing application.

In conducting the work of my office, I have endeavored to keep in close touch with the Secretaries of the unaffiliated associations, with the result that our relations are very pleasant, and, without exception, I am indebted to them for the many courtesies shown me during the year.

I sincerely hope, for the good of the grain trade, that all state associations and a greatly increased number of terminal dealers may at no distant time be united under the head of the Grain Dealers' National Ass'n.

I take pleasure in submitting the following membership statement:

Direct and Associate Members: Reported at 10th Annual Meeting, 307; Enrolled: Class "A" 94; Class "B" 12. Total, 413.

Out of business and resigned, 31; net direct and associate members, 382.

Affiliated Members: Reported at 10th Annual Meeting, 628; increase of membership of state association, 50. Enrolled: Illinois Ass'n, 400; Oklahoma Ass'n, 150; total, 600. Less G. D. Union Dissolved, 100; total affiliated members, 1,128. Total present membership, all classes, 1,510.

Before proceeding to our financial statement, which consists merely of a general accounting of dollars received and dollars spent, I wish to avail myself of this opportunity, sincerely to express my profound appreciation of the kind consideration shown me by the officers and members of the Grain Dealers' National Ass'n during the convention year now closing. No one can possibly appreciate more than I, how utterly helpless a secretary would be without the support of yourselves and those whom you here elect to direct the execution of your instructions.

The promptness with which all matters have been handled, coupled with the sound advice, counsel, and voluntary suggestions freely given, have been in a major degree, responsible for whatever successes may now be to the credit of the ass'n.

Financial Statement.

Receipts.

Cash on hand		$ 911.55
Direct membership dues		4,835.50
Sundries, itemized:		
Western Passenger Ass'n refund	$ 7.00	
Central Passenger Ass'n, refund	7.00	
B. Lading Circular	1.50	
Contribution c/c Uniform Grades	550.00	565.50
Affiliated membership dues		1,371.00
Arbitration deposit		150.00

Disbursements.

Sundries, itemized:		
Report of 10th Annual Meeting	$112.65	
Badges of 10th Annual Meeting	25.00	
M. F. Dunlap stamp a/c.	10.00	
Refund Loan a/c.	77.00	
John B. Daish, legal opinion	100.00	$ 324.65
Refund Arbitration deposits		$ 62.50
Expressage and telegrams		116.22
Secretary's traveling expenses		344.50
Printing and office expense		781.29
Rent and office expense		385.70
Salary account		4,043.93
Postage		327.99
Cash on hand and in bank		1,451.77

Respectfully submitted,
John F. Courcier,
Sec'y-Treas.

E. L. Rogers: I move that the very excellent report of the sec'y-treas. be received and its recommendations referred to the incoming board.

Upon request of Mr. Rogers, Mr. Wayne's motion relating to the president's address was amended to provide for a committee to consider its recommendations.

J. W. McCord briefly referred to the work of the executive committee, the results of which have been communicated to members by letter and reviewed in the secretary's report. I wish to give my time to Mr. Chas. B. Murray, supt. of the Chamber of Commerce of Cincinnati.

Mr. Murray thanked the dealers and commended any work the ass'n might do in behalf of better crop reports.

F. F. Collins reported a trolley ride for the ladies at 1 p. m.

Vice-Pres. Washer read the following committees appointed by Pres. England:

Nominations: P. E. Goodrich, Winchester, Ind.; A. C. Gale, Cincinnati, O.; E. M. Wayne, Delavan, Ill.; Henry L. Goemann, Toledo, O.; H. H. Bingham, Louisville, Ky.; A. R. Sawers, Chicago, Ill.; Dan Joseph, Columbus, Ga.

Resolutions: H. S. Grimes, Portsmouth, O.; Jas. W. Sale, Bluffton, Ind.; E. L. Rogers, Philadelphia, Pa.; Geo. F. Reed, Boston, Mass.; John B. Daish, Washington, D. C.

Credentials: Jos. W. McCord, Columbus, O.; W. E. Shelden, Jackson, Mich.; H. W. Rubins, New York City; H. G. Morgan, Pittsburg, Pa.; C. E. Nichols, Lowell, Ind.

Adjourned for dinner.



Loving Cup Presented to Ex-President England.

WEDNESDAY AFTERNOON SESSION

At 2:30 p. m. Wednesday afternoon President England called the convention to order and appointed J. W. McCord, Columbus; Wm. Rodgers, Baltimore; and Fred D. Austin, Chicago, an Auditing Com'ite to investigate the books of the treasurer. He also said the Chairman of the Uniform Grade Congress would report the first thing Thursday morning, the report having been made a special order of business for that time.

Geo. F. Reed then addressed the convention on the subject, "Uniform Grading from the Exporters Point of View," in part as follows:

Uniform Grading from the Exporter's Point of View.

The Export Grain Trade of the United States of America arose from humble beginnings.

The Pilgrims in New England and the English settlers in Virginia found the Indians raising Maize, or Indian Corn. It is quite probable that the home-going ships in those early days took back small quantities of corn to English Ports as a matter of curiosity, but for the first century of colonial existence, there was little thot of anything, but the supply of our own needs, especially in grain products.

In a monograph on the Grain Trade of the United States, published by the Department of Commerce and Labor, it is stated,

"From the earliest period, we can find traces of an occasional movement of the cereals, or of flour, from the American Colonies, but such Commerce was of no great importance. During the eighteenth century a small surplus of grain was shipped, the exports consisting chiefly of wheat from the Northern, and of Indian Corn from the Southern States, the principal markets being found in Spain, Portugal and the West Indies."

* * * * * *

It is unnecessary to remind you of the magnificent expansion that has taken place in the Commercial Life of this country in the last fifty years, of the blessings of Providence in giving to us bountiful crops so that in many years we have had enough and to spare for all nations that have needed from our surplus.

As the business developed, the necessity for some method of classifying and grading grain became apparent. It is a natural law that business, like matter in motion, follows "the line of least resistance." Before the days of the railroads, the waterways were the principal arteries of commerce, and the movement of grain followed those channels.

Such ports as New York, with the Hudson River, and, later, the Erie Canal, on its completion in 1825, tapping the Mohawk and the Genesee Valleys, and Baltimore with her rich tributary lands on the Potomac, and with the Baltimore and Ohio Canal, attracted the beginnings of the Export Grain Trade, and after the Louisiana Purchase in 1803, wheat, flour, and corn came down the River by barges from the Ohio and Mississippi Valleys, and was exported from New Orleans.

The First Grading: The early handling of grain was by River Boatmen, and it was by these men, who were at the time superintendents of transportation, that the first grading of grain was made.

The inspection was of necessity cursory, and the boatman who knew Rye from Wheat, and Barley from Oats, was a pretty good man.

In time, each port, or grain centre, established its own system of inspection, subject to local control, usually by the Exchanges, sometimes by the railroads, and in several instances by the State, but there has been little or no Inter-Exchange Co-operation, and thus far, any attempt for unification of grade, or federative control, has been met with failure.

You will hear later the report of the last Uniform Grade Congress and are familiar with the work of similar conferences during the past five or six years.

Grade Congress: Delegates from all sections of the country interested in the growing and handling of grain have gathered at frequent intervals, and have given their time and money in endeavors to get upon common ground. The reason for this movement has not had its foundation alone in the fact that the farmers of this country are dissatisfied with the way their grain is graded, or that the Eastern buyer has found fault with the inspection at Western points, or that the foreign buyer has complained of the quality of the grain that he has received from the United States, altho all these reasons have had their weight, but it has been used principally, I believe, upon the feeling of the thotful and far-seeing men of the trade, that the time is arriving and is soon to be when our heterogeneous grain inspection must be revised, made uniform, and placed upon a scientific basis. Much, however, has yet to be learned about the grading of grain.

The Agricultural Department has done, and is doing, commendable work for the grain growers and trade, in educating the farmer in the selection of seed best adapted to his soil and climate, and the handling of his crops.

Valuable information has been gathered from data, based on experiments in testing moisture percentages of corn, but it is felt by many in the export trade, that we have insufficient knowledge as yet, to justify the inspection of corn, for export, at least, on the percentage of moisture test. It was thot at first, after a number of public demonstrations had been made, that the millenium had been reached, and that all that was necessary was to grade corn according to the amount of water it carried, and everything would go straight.

Making Tests: Our Atlantic Ports have been making experiments along their own lines with the moisture apparatus, and some thousands of tests have already been made, and while it is true that a large percentage of water brings corn on to the danger line, and a low percentage indicates safety, it has also been found that in very many cases deterioration is due to other causes besides water, and that many samples which will test 17 to 18% will carry safely, while corn carrying 12 to 13% has been known to arrive out of condition.

There are many difficulties in the way of uniting the Atlantic and Gulf Ports on any system of uniform grading of grain. We are not unhopeful that in time these differences may be adjusted, but at present they seem insurmountable to some of the veterans in the trade.

Peculiar Conditions: There are natural climatic and commercial conditions peculiar to the different ports, which render unity very difficult.

While it seems comparatively easy to arrive at a basis of uniformity on spring wheats, rye, barley, oats and other small grains, yet when we come to winter wheats, which are raised in such widely separated areas, and in such a variety of environments, and in the case of the grading of corn for export at the seaboard, thru ports, in latitudes many hundreds of miles apart, where the temperatures border at times on the extremes of Arctic and Tropical conditions, we encounter problems with which we are still wrestling.

In the germinating season, who would like to say that corn originating from Illinois common points, and intended for Liverpool, should be graded uniformly at, we will say, Galveston and New York for instance, where, in the case of the Southern port it might arrive in summer weather, be loaded into the ship, and then remain there several weeks waiting for other cargo, in their slow steamers, with a distance to Liverpool many hundreds of miles longer than the distance to Liverpool from New York. Whereas the same corn might arrive in New York in cold freezing weather, be loaded into ships that are not in port over three or four days and make the voyage to Liverpool in a week; the corn on the one hand passing thru the extremes of heat, and on the other thru the greatest degree of favorable temperatures.

These localisms cannot be disregarded. To cite another case. Baltimore, for instance, handles a large amount of wheat from nearby sections, and adjacent States, such as Pennsylvania, Virginia, West Virginia, and even North Carolina. Nearly all of this wheat contains more or less garlic, but the producers in that section do not take kindly to having their grain, which is otherwise of good quality, graded "Rejected."

There are also local conditions prevailing in the Southwest; and New York has ideas of her own on the subject of winter wheat. These objections, while they may not be insuperable (as a market like Baltimore could adopt Uniform Grades and still have a special grade for local wheat), still they must be considered.

Old Point Comfort Meeting: At a recent gathering of Atlantic and Gulf Port Exporters at Old Point Comfort, the subject of Uniform Grading of Grain was very thoroly discussed. The Southern Ports were at that time quite urgent for some federation of interests regarding the business of inspection, while many of the Northern Ports felt that there was little necessity for the radical reforms proposed, and they did not consider that the plans submitted would correct the existing evils. The very fact that European buyers continued to send bids, and accept offers from condemned ports, indicated that they apparently did not expect to obtain on such transactions, grain of better quality than they had heretofore received.

I quote this from the report of one of the delegates to that conference.

Several of the Northern ports were also of the opinion, that their commercial and geographical position would not permit of uniformity, they having quicker sailing ships, a shorter voyage, and a more favorable climate for corn, in the germinating season, than the Southern ports, as I have indicated in my previous illustration.

The London Conference. There was held in London, in November, 1906, a conference of United Kingdom and Continental Buyers, at which representatives from 28 foreign exchanges and Chambers of Commerce were present. The subject was "American Certificates," and many hard things were said in relation to them. Some thot that we might be coerced into submitting compiaints on certificates to a foreign referendum, or a joint one, and many speakers did not appear to fully understand the real conditions prevailing here. A Committee was appointed to come to this country in relation to the subject, but has not, as yet, visited us. We believe it would be very much to their advantage to do so, and that any representative body of fair-minded merchants from abroad would have a better idea of American Inspection if they would make an impartial examination of our conditions on the spot.

As for threats from abroad that American grain will be boycotted—the foreign buyer is a merchant, and his purchasing markets are the markets of the world. He is just as keen about getting a good bargain as we are. When Argentine and Russia will sell him cheaper than the United States, he will buy of them; when Canada can undersell us, he will buy of her, and when our prices are right, he will buy here. There is very little sentiment or prejudice about it, it is largely a question of price and quality.

It is difficult for one not having residence in the United States to get a clear understanding of local and State conditions, as related to our country as a whole.

Each port having a standard, different in some degree from its neighbor, has led to some confusion in the minds of the foreign buyers as to the actual conditions prevailing here.

The foreigner naturally looks for things American to be typical, and homogeneous, and cannot understand how the same grain could grade one way at one port, and something else at another, and is quite likely to charge to chicanery and fraud, inspection which supported by its local rules, would be quite justifiable.

There have been complaints from abroad of the quality of American grain, and the seaboard exporter has had his full share of trouble in standing between the seller of Western grain, on the one hand, and the receiver, on the other side of the water. He is fully aware that conditions as regards the grading of grain are in no way perfect, and readily welcomes a conservative movement towards a betterment of conditions.

Most American exporters are willing to join the producer and handler in a fair and impartial consideration of the whole matter, but much ill-advised action has been taken in this movement, which has tended to make some indifferent to any change.

On the other hand, I fear that there has been a disposition at times, when some unfortunate port, sinning or sinned against (we know not which), for a sister port to pose as an example of righteousness and to try and make capital out of the misfortune of another, and while it might show business enterprise on the part of an individual, it does not help American credit abroad, and beggars the main question.

Some warrantable complaints have been made from Europe on account of grain arriving on the other side disappointing to buyer, and in turn his customers, as these certificates are passed along. Several ports have, unfortunately, placed themselves in bad repute by too liberal con-

struction of the grading requirements, and this, coupled with the effect of their unfavorable climatic conditions has led (we hope only temporarily), to a loss of trade and prestige for them.

Many complaints in the form of round robins, originating from European Commercial Bodies, have been mailed to all our seaboard ports, in many cases without specific information, and very much exaggerated, and not substantiated by actual facts, while at the same time attempting to attack American Grain Certificates from all ports without discrimination.

American certificates! With all that may be said against them, where is there a nation on earth that raises and exports grain, where there is any system as good or the standard any higher, crude as it at present may be. Even noted foreign critics of our methods have been magnanimous enough to admit this.

The United Kingdom and Continent are obliged to buy from all countries, but America on "RYE TERMS," or "Fair average quality like sample." That is, practically, "Arrival condition guaranteed," and it is the experience of many a foreign buyer that his losses on account of the failure of the seller on "RYE TERMS" to protect his guarantee, are far in excess of those incurred on account of the quality of American Grain sold on final certificates of inspection. The fact of the matter is that when the United Kingdom and Continental buyers want our grain, they will buy it, and pay the price, and buy it on our certificates.

Corn Cause of Trouble: Corn, of course, is the principal source of trouble, owing to its high percentage of water, and the facility with which it will go to pieces after it once gets started.

Buyers on the other side know full well that corn shipped in the germinating period, even under the most favorable conditions, is at greater risk than at other periods of the year.

In some seasons, several of our prominent seaboard exporters have advised their foreign correspondents not to buy corn until the danger period was over, and notwithstanding this, they have bot corn on certificates final from ports whose standards were low and then made complaint of the quality, on all American certificates in general when it arrived. As is well known, by the payment of a small premium, say from ⅝ to 1c a bu., the foreigner can have the keeping quality of his corn insured until it reaches his port, but in how many cases does he avail himself of it in shipments from Atlantic ports? Seldom, if ever. Does this not show his real opinion of our certificates?

Uniform Grading Possible: There are, however, many reasons why uniform grading of grain may be. Many signs point to its ultimate adoption, but on such matters we should make haste slowly. Conservatism is desirable. In the consideration of any important subject, both sides should be weighed carefully and both points of view should be recognized.

Many exporters can see no hope whatever of any material change from present condition.

But whatever may be our view, the subject should not be approached or considered from a purely selfish or local standpoint or handled along sectional lines, but in the broader spirit of "the greatest good to the greatest number."

The idea is National in its scope and comprehension, and in the true sense of National should we deal with it, united as fellow countrymen and in the common purpose of equal justice to all.

Bills, and rumors of bills have been before Congress, providing for Uniform Federal Inspection, but have been opposed by most of the trade.

But, undoubtedly, unless some adequate plan is formulated and put into practice by the grain trade in the near future, Government Inspecton, whether for good or for evil, will be ours.

While for us Government inspection may be the ultimate solution of the problem, it perhaps cannot be considered as an immediate question at the present time.

Some exporters express themselves as of the opinion that while the Western Uniform grading of grain might be practicable, they believe that each seaboard port will for some time to come have to grade according to its local conditions. Possibly a solution of the problem might be:

1st. Standardization of inspection with allowance for special grades to cover local conditions.

2nd. A division into Western and seaboard departments.

3rd. A Board for purposes of appeal, one member of which might be a representative of the Agricultural Department for scientific advice.

Pres. England, in introducing Senator J. B. Foraker of Ohio, said, "Until recently it has been regarded by the common people that representatives in Congress were devoted solely to governmental affairs and they had no time to devote to the ordinary problems that present themselves to the laymen. Congress today is directly interested in the business problems of the country and it is necessary that the representatives be well versed in business matters. It therefore gives me great pleasure to introduce to you a man who has a thoro knowledge of the needs of the business interests of this country, the senior Senator from Ohio, J. B. Foraker."

Railroad Legislation.

We have been legislating at Washington of late years about the subject of transportation of grain, in common with all other kinds of freight. It has occurred to me that some discussion of this legislation might be appropriate and not without interest to you. I know that you are familiar, in at least a general way, with all this legislation. Nevertheless, to make more intelligent what I say it will be necessary for me to call your attention in a specific way to some of the statutes that may have been enacted.

The first of this legislation was the Interstate Commerce law of 1887. That statute has been repeatedly amended and some supplementary statutes have been enacted. The original statutes, with these amendatory and supplementary acts, comprise what is known as the interstate commerce laws, and they provide for the regulation of interstate commerce, including not only the transportation of freight among the states, but the supervision and regulation of the carriers by which that freight is transported.

In addition to these statutes Congress on the 2d day of July, 1890 enacted what is known as the Sherman anti-trust law. It has been said by some of those who participated in the enactment of this legislation that it was not intended by its authors that it should apply to railroads, but the Supreme Court has held that it does apply to common carriers, as well as to every other kind of corporation, association or individual who may be engaged in interstate commerce in any capacity whatever.

The result of this decision was to precipitate the wonderful consolidation of railroads which we have witnessed. This was caused by the fact that if separate and distinct lines were to remain competitors, without power to make reasonable and even necessary agreements as to rates to common points and maintain them except under liability to go to the penitentiary, altho made for the very purpose of avoiding rebates and discrimination, on account of which also the penitentiary stared them in the face, then the greatest if not the only safety was to be found in reducing to the minimum the number of such separate and independent lines. With the growth of consolidation there was a diminution of the number of roads engaged in competition and engaged, as a result of that competition, in the granting of rebates and discriminations, but in the aggregate there was almost as much indulgence as ever in such practices.

The Elkins Law: In the meanwhile the complaints of shippers continued to pour in upon Congress and numerous bills were introduced on the general subject. The respective committees of the two Houses



Arthur R. Sawers, Chicago, Member Executive Comite.

Menu

Dutch Lunch

Caviar on Toast

Pickled Beets Radishes Salted Peanuts Celery
Pickled Onions Olives Dill Pickles

Sardines Sardelles Herring Salad

Raw Hamburger with Onions
Cervelat Head Cheese Leona Wurst
Pigs Feet Cold Tongue Brat Wurst
Frankfurters and Potato Salad
Calf's Head en Tortue Spare Ribs and Sauer Kraut
Ham Roast in Beer

Swiss Cheese New York Cream Cheese
Schmier Cheese Chives Limburger Cheese

Saratoga Chips Pretzels Pumpernickel
Rye Rolls Milk Rolls Sweet Butter

Bund Kuchen Coffee Cake
Coffee
Lackman's Golden Age Pale Beer
Lemonade Ginger Ale



to which these bills were referred finally entered upon a serious investigation, not alone of the general subject of rebates and discriminations, but also and particularly of the question in what practical way could we so legislate as to break up these practices. It was, as a result of this investigation and consideration of the subject, that the Elkins law was finally enacted. The theory of that statute was that the inefficiency of all prior legislation was due to three principal facts. In the first place that only the representatives of the corporation and not the corporation itself were prohibited from the commission of these offenses. In the second place all proceedings in the Court of a civil nature, and all steps to set criminal proceedings in motion were at the expense of the individual shipper, who hesitated to assume such a burden, and in the third place, because the punishment by imprisonment was found to be so severe that it was difficult to secure testimony to support a prosecution.

The Elkins law undertook to meet these several points. In that behalf it provided that wherever an individual would be liable under the law as it had theretofore stood, from that time forward the corporation itself should also be liable. It further provided that whenever the Interstate Commerce Commission had reasonable ground to believe that rebates were being given or discriminations were being practiced, it might institute proceedings in its own name and conduct them at the expense of the Government to prohibit the same and to bring the guilty parties to proper punishment. In the third place it abolished punishment by imprisonment, but increased the punishment by fine so as to make it a minimum of $1,000, with a maximum of $20,000 for each offense. Altho this statute was enacted February 19, 1903, there was no serious effort to enforce it on the part of the Interstate Commerce Commission or the Department of Justice, or the President of the United States or anybody else, until about October, 1905, when the then Attorney-General, Mr. Moody, now an Associated Justice of the Supreme Court, set the law in motion.

Rate Law Amendments: We have not yet had much experience under the rate law. It has been in effect only a little more than a year, but our experience has been sufficient to demonstrate that it has not fully met the expectations of its friends. Already it is common talk that important changes in it must be made. It is impossible to tell at this time with certainty what amendments may be adopted. That many will be proposed and some accepted there can be little doubt. At any rate, numerous amendments have been suggested, some of which will probably receive favorable attention at the next session of Congress.

* * * *

The purpose of these remarks has been to show that among the many amendments to our interstate commerce and anti-trust laws that have been proposed there are at least two that should be adopted. In the first place, we should make such a change in the anti-trust law as will apply its prohibition to only such agreements, combinations and conspiracies as are in unreasonable restraint of trade; and in the second place, there should be an amendment that will exempt from the operation of these laws our foreign commerce. In the third place, unless we have a different experience in trying to enforce the imprisonment clause than we had prior to the passage of the Elkins law, there will probably have to be, to make these laws of equal efficiency with the Elkins law as originally enacted, another abolition of the imprisonment clause. But as to this we can wait for results and be governed thereby. At the present rate at which prosecutions are being brought we will probably not have long to wait.

Our Future: And now a word as to the circumstances under which you meet and the future that lies immediately before you.

The grain crop of this year, if not the largest, will prove to be at least one of the largest in all our history. That means a large business for you, and, other things being equal, continued prosperity for our great country.

Whether other things will remain equal depends upon influences and forces we may not fully comprehend, but whether we understand them or not, we all know that amidst our indescribable blessings something is out of gear.

Notwithstanding our favorable conditions, for more than a year there has been a general and almost constant decline in values. It commenced in Wall street, and for a time was confined to stocks and bonds. While so limited the rest of the country looked on with more than indifference—it is not too much to say with undisguised pleasure. It seemed so funny to see the bears getting the better of the bulls that there was general delight in the thought that the shrinkages were mounting upwards into the hundreds of millions. Finally the billion dollar mark was passed, but what did that matter? The big fat bulls could stand it. It was watered stock and predatory wealth anyhow, and the sooner it was all gone and their creators in jail the better.

We were laboring under the mistake that Wall street had no relation to anybody except only the few who traded there. But as the months passed and hundreds of millions shrank out of existence it gradually began to dawn on the average mind that these fading fortunes represented interests in all kinds of legitimate enterprises and affected hundreds of thousands of people scattered throughout the country, who never engaged in any kind of stock gambling.

A year has passed and the end is not yet. The slump continues and new troubles are in sight. Lack of confidence is beginning to manifest itself and seems to be growing. The banks are uneasy and are restricting and calling loans. This lessens the volume of business. Accordingly the mills and shops and factories are reporting a marked falling off of orders. Building contracts are not so plentiful, and now at last we are told that although they have more busines than ever before, the railroads find their credit for some reason so far impaired that it is impossible for them to market enough securities to enable them to provide adequately such additional tracks and equipment as they absolutely require to properly handle the business of the country. What is next to happen remains to be seen.

I am optimistic enough to believe that a turn of the tide will come before we reach the stages of panic and disaster, but it must come soon or be too late to avert consequences of the most harmful character.

At the close of Mr. Foraker's address he was loudly cheered for some moments, after which a rising vote of appreciation was given to Geo. F. Reed of Boston and Senator Foraker in turn.

Meeting for the afternoon was adjourned and dealers were taken by special trolley cars to the Zoological Garden.

THURSDAY MORNING'S SESSION.

Thursday morning's session was called to order by Vice-President Fred Mayer at 9:35.

The report of the Transportation Committee was read by H. G. Morgan of Pittsburg. In part it follows:

Report of Committee on Tranportation.

Your committee on Transportation would report as follows:

This has been a year of very unusual activity for legislators who have been called upon to participate in the efforts of the National and State Governments to stem the tide of graft and favoritism that has run unchecked for years, almost without restraint, and while it is true that we still have some evil practices, such as the private car system, and others which time will not allow us to note; in the old fashioned way we can point with pride to what has been accomplished, and with the help of the many statesmen who are following the bent of the Administration, what will be accomplished before the present investigations are allowed to discontinue their search for what is really wrong.

If you remember when we met in Chicago, over a year ago, President Fitch facetiously remarked "they (meaning the Government) are investigating everything, and should they decide to investigate the Grain Business, I for one would seek a more favorable climate."

So searching were the investigators; so explicit the orders under which they worked; so contrary to all precedent since we became a Nation, we asked of our neighbors, "Can these things be?"

To enumerate a few of the mitigated evils will take only a little time. When Mr. E. P. Bacon, a member of this body some four or five years ago, assayed to bring to the notice of the powers that be, the evils that we as grain men especially, but to the whole country in general worked, it seemed that there was one law for the railroads (and they a law unto themselves) another law for the shippers of great estate, and still another law for the shippers of smaller degree. Since that time it has actually been disclosed that it will take the millions of many magnates to pay the fines imposed on a few individuals for known breaches of the law.

Knowing as we do that the unseen is greater than the seen, a doubt arises in our minds as should the counts that might be found be brought to light, whether or not there would be enough money in the guilty treasuries to expiate the sins of discrimination, the sins of rebating against the interest of a suffering public, and that public working overtime to make a living on a five per cent basis, while privileges were granted to the favored few who worked with several times such margins of profit, plus the special privilege.

Five years ago it was a hard matter to procure a finding against the railroads convicting them of favoritism in the supply of cars; but few of our members could get cars when they were scarce. To-day, they not only give us our reasonable share of the cars available, but the car distributor will see to it that farmers and others applying for cars in his jurisdiction takes his turn with us at the cars that are distributed over most divisions.

Four years ago Mr. John Daish, who was then representing our case in Washington, was also called into Pennsylvania to plead the cause of a coal mine with good equipment, well manned, ready for business, which they were ready and anxious to do, with everything to do it with except a supply of railroad cars. The investigation was so severe that the wrong was righted, the mines were tabulated as to the number of men, the capacity, the production, the business done or in sight and a proportionate number of cars alloted to all mines alike, according to capacity, with very much less discrimination.

Business conditions at the present time are unprecedently good and cars are scarce.

Elevator Sites: Your Committee would remind you of the sale of the railroad grain elevators, and that they have further recognized the evil of giving valuable rights by sale or lease of valuable privileges along their lines. If they acquire property by right of eminent domain or by the sovereign power of the State, they now realize they cannot sublet or rent such land to a favored corporation, for a nominal rent. Such property is held for the public good as is the railroad they govern, and they must observe the rights of citizens in such holdings, and not rent at a favorable rate, what they have refused to rent to another at figures that show a reasonable return. Such conditions are reassuring; we would not have predicted ten years ago that passes would practically be abolished in this year of our Lord.

We now have considerable law and many statutes; laws that go far enough for the railroads of the country, but they are laws that do not sufficiently help the individual and foster trade and commerce.

When the Interstate Law was made effective in 1887, it did not take very long for the railroads to use the law practice to their own immense benefit. We remember nearly all of us the chaos that existed and the rates that were quoted prior to that time. Short haul rates higher than long hauls, and cars hauled to a city 100 miles east to get a favorable rate to a city to the west of shipping point. The railroads stopped all this when the law became an enactment.

To-day we find the same condition. Every courtesy that was extended by the lines over which we ship have been withdrawn, everything must be done according to published rates, and if there is no published rate local freight rates apply until a rate has been published for the given legal time.

What we need is a Railways Commission, non-political, big and powerful enough to suggest needed legislation, and enforce enacted laws.

The Canadian Commission: We can get no better illustration than by comparing our Interstate Commerce Commission with

the Railways Commission of Canada, who, by-the-way, did not have to work without precedent as our Interstate Commerce Commission has had to do. They had the experience of fifty years of railroad oversight in Great Britain, where nothing is done without the sanction of law, a needed siding must be passed upon by the Railways Commission of England and its sanction given before the switch can be laid.

In short, it may be said that the Board of Railway Commissioners has absolute control over all matters pertaining to the construction, operation and maintenance of railways, and, in comparison, the powers of the Interstate Commerce Commission seem dwarfed almost to insignificance.

Rate Law of 1906. Since the last annual convention the rate law of 1906 has been put to a test. The number of formal proceedings which have been brot before the Commission has been large, aggregating 338 cases. The Commission, in the first year after the passage of this law, rendered 91 decisions, of which 13 are matters concerning the administration of the law, the jurisdiction of the Commission, and the interpretation and construction of the statute. While the Commission has rendered in favor of shippers 39 decisions, relief has only been granted by the Commission in 19 cases, in some of which the orders have not been obeyed. Reparation was ordered by the Commission in 6 cases, the total amount being $576.12.

Shipper's Wrong: It further appears that the shippers are not always correct in their opinion that what they deem an unreasonable rate or an unjust practice is such, for they have only won out in substantially half of the cases. Whether this be a fault of the law itself or the interpretation of it, on the one hand, or whether the idea of unreasonableness originates solely in the minds of the shippers, can only be surmised. Certain it is, however, the shipper has won in only one-half of the cases, and the Commission has only granted relief by order in half of the cases in which the shipper wins.

Criminal Prosecutions: During the year there has been great activity in criminal prosecutions, brot about by an increased sensitiveness and a public clamor for a "square deal." The prosecutions brot against the Sugar Trust, the Standard Oil Co., and other large interests, for the acceptance of rebates, and against the carriers for granting such rebates, are still fresh in the public mind. The net results of these prosecutions teach us, we believe, that business men should be thoroly alive and particularly careful that their goods are shipped at the lawful rate.

Elkins Law: We believe there is a misunderstanding in the public mind concerning the relation between the rate law of 1906 (the so-called Hepburn Law) and the Elkins Law. The rate law of 1906 is, in its essence, a law for the correction of unreasonable rates and practices, in a formal proceeding before the Interstate Commerce Commission. This law aims to cover discriminations against localities and commodities. The Elkins Law looks not to unreasonable rates and practices, but for a compliance, both by the shipper and the carrier, with that rate which is part of the filed and published tariff. It is claimed by some that the addition of the imprisonment feature to the Elkins Law will take away its usefulness, which it has clearly demonstrated.

Bill of Lading: There is no more vital subject to the shipper than the present bill of lading. It is well known that for some years the contract of shipment has been a very one-sided document, and contained conditions which were unreasonable and unjust, and, further, that there was no uniformity among the several carriers, if one considered the whole country. It will be recalled that in December, 1903, the carriers' official classification territory sought to introduce and put in effect a bill of lading, the conditions of which were particularly onerous.

This Association, with others, complained to the Interstate Commerce Commission, and as a result of several hearings a committee of shippers and carriers was appointed to attempt to agree upon the conditions of this important document. This committee reported to the Interstate Commerce Commission in the early summer, and the matter is to receive consideration at the hands of that body during the present month. We cannot wholly commend the agreement of the committee, for they seem to have forgotten that the grain trade—and, in fact, other trades—cannot be conducted unless the bill of lading be in such shape that it can be used as collateral to a draft drawn by the consignor upon the consignee. There are other conditions in the proposed document which do not meet with our approval. Your Committee recommend that the Association be represented by counsel at the hearing, supported by your officers or an adequate committee.

Your committee further believe that the continuous failure of the carriers to issue a receipt or bill of lading in accordance with the mandatory provision of Section 20 of the rate law, makes them liable for the penalties provided in Section 10 of the Act to Regulate Commerce. Your committee urge that the Interstate Commerce Commission execute and enforce the Provisions of Section 20 by instituting proceedings to compel obedience to its requirements.

After a careful review of the first year's operation of the present rate law, your committee are compelled to say that it has not proven all which its advocates said it would.

Grain Shippers Loss: Referring particularly to the grain trade, we are all aware that many practices which were heretofore of advantage to shippers have been taken away, and in lieu thereof onerous rules and regulations concerning rebilling, billing in transit, and other matters have been put in vogue.

Reciprocal demurrage has received some attention during the year, and several States have passed laws providing for reciprocal demurrage, either directly or thru the medium of a commission. This subject promises to produce a clash between Federal and State authorities, for it is reported that the law warrants the statement that the Federal Legislature has jurisdiction to pass and enforce a reciprocal demurrage law, under the constitutional provision that Congress shall have power "to regulate commerce among the several States."

In conclusion, your committee recommend that its successor take such action as it deem appropriate for the securing of additional legislation looking to the amelioration and correction of present transportation abuses, and continue to make the Association known in the halls of Congress as well and as favorably as it has heretofore.

I recommend the adoption of the following resolutions:

Pooling By Carriers.

WHEREAS, Under the act of July 2nd, 1890, commonly called the Sherman Anti-Trust Act, railroad associations for the purpose of maintaining agreed rates for the transportation of passengers and property are of doubtful legality; and whereas Section 5 of the Act of February 4, 1887, being the original Interstate Commerce Law, makes it an offense for any interstate common carrier to enter into any contract, agreement or combination with any other common carrier or carriers for the pooling of freights of different and competing roads, or to divide the aggregate or net proceeds of the earnings of said roads; and

WHEREAS, The recent public utterances of the President and of the Chairman of the Interstate Commerce Commission and the expressed views of others well informed upon the subject indicate that there should be such amendments to existing laws which will permit interstate carriers to make pooling arrangements, subject to certain restrictions, or to make traffic agreements under the supervision of the Interstate Commerce Commission; and

WHEREAS, the pooling of traffic or frieghts and agreements between carriers upon rates and classifications are two entirely different propositions; therefore, be it

RESOLVED: That the Grain Dealers National Ass'n in convention assembled, representing the producers, shippers, receivers and exporters of grain, does hereby put itself upon record as being unalterably opposed to any amendment to Section 5 of the Interstate Commerce Act which will legalize pooling, that is, the division among carriers of the tonnage or earnings, aggregate or net, on competitive traffic; be it further

RESOLVED: That the Grain Dealers' National Ass'n is in favor of such amendment to the Sherman Anti-Trust Law as will permit voluntary associations of carriers in a common territory and legalize agreements among them for the establishment of rates and classifications, provided that such associations, committees or bureaus, and agreements between carriers shall be subject to the supervision of the Interstate Commerce Commission or other competent federal authority, and further provided that the right of individual action by any carrier, party to such agreement or member of such association, be preserved, and provided further that the shipping public be protected against arbitrary action on the part of such associations or through such agreements by having ample notice of, and opportunity to be heard in opposition to such associations or agreements before the Interstate Commerce Commission or other competent federal authority.

Division of I. C. Commissions Duties.

WHEREAS, The experience of something over a year under the Rate Law of 1906, Act of June 29, 1906, has demonstrated that whatever may have been the purpose of said law it has not brot relief to, but on the contrary has imposed burdens upon the shipping public; and,

WHEREAS, in a recent address before The American Bar Association Commissioner Prouty urged the separation of the legislative, executive and judicial duties of the Interstate Commerce Commission, therefore be it

RESOLVED: That the Grain Dealers' National Ass'n favors the separation of the Legislative, executive and judicial duties of the Commission by permitting the first named to remain in the Congress, by transferring the executive duties to the Department of Commerce and Labor, or by creating a Department of Railways, and the present Interstate Commerce Commission as now constituted to retain its judicial functions and duties.

A. E. Reynolds moved the adoption of the resolutions presented by the Transportation Committee and his motion was passed without opposition.

J. W. McCord, chairman of the Uniform Grade Congress, impressed the dealers with the necessity of posting Congress as to the needs of the grain trade and referred to the report of the secretary for the details of the work.

C. B. Jenkins of the Arbitration Committee read the following report:

Report of the Arbitration Committee.

Almost coincident with the appointment of the first Committee on Arbitration was that of the first general treaty of arbitration between nations. It is true that the question had long been discussed and had many times been employed in matters of debate, but it was not until January, ten years ago, that the first treaty between nations agreeing to submit their differences to a board of arbitrators was signed by the Secretary of State for the United States and the British Ambassador for Great Britain. This treaty was placed before the Senate with an eloquent appeal from President Cleveland urging its ratification.

The example thus set was soon followed and many similar treaties have been adopted by different nations, and the International Peace Conference in 1899 established an International Court of Arbitration at The Hague, which was ratified by the United States together with sixteen of the earth's leading powers. This Commission settled the Venezuelan question which had been a contested matter for almost a century. The Behring Sea controversy of long-standing was also arranged in this way. In some countries laws have been adopted establishing a court of arbitration for the purpose of settling industrial differences, the court consisting of a judge from the Supreme Court and a representative of each the employer and the employe. The law makes it a misdemeanor to cause a strike without first allowing time for the merits of the grievances to be heard and decided by this tribune. Thus we see that arbitration has taken a prominent place in the methods of settling differences in national and industrial life as well as in commercial life.

It is especially fitting and appropriate that the different branches of trade should have their trade organizations and committees on arbitration to whom can be referred questions which arise between their members and decided by a committee of their peers, who are familiar with the usages and customs of their business, and who are much better qualified to render justice to the contending factions than is a court or a jury who are unfamiliar with the trade rules and practices.

The Grain Dealers' National Ass'n thru its Arbitration Committee offers a cheap and satisfactory way of adjusting differences between its members and it is surprising that this privilege is not taken advantage of more than it has been. There are drawbacks to this method as well as advantages, but on the whole we believe it is in many cases much more satisfactory than an appeal to the courts. The chief difficulty we have experienced during the past year is that each mem-

ber of the Committee is very busy with his private affairs and it has been almost impossible on that account for us to get together, and also on account of the distance which has separated us.

I would suggest to our next President that when he makes up his committees there should be appointed on the Arbitration Committee men who live near each other so that they can meet at some central point without hardship or inconvenience. This work being almost entirely a labor of love should be made as easy as possible upon those who are honored by being called to serve in the capacity of judge and jury for their fellow-dealers.

I believe it is due to the litigants who present their grievances to this Board that the merits of their cause should receive the most careful and conscientious investigation, and this can best be done by a meeting of the Committee and a careful research of the points involved in the controversy be gone over and freely discussed. When the evidence in the cases submitted is distributed among the different members for their investigation, and an opinion is written up by the member who has done the investigating and is then forwarded to the other members for their approval or dissent, the tendency is too apt to be that the other members of the Committee do not give the case the careful investigation that they should. Having confidence in their fellow-member's judgment and integrity, they simply assent to the opinion already prepared. In this way the parties at interest might get the opinion of only one member, whereas they are entitled to the sound judgment of the entire membership of the Committee.

Our experience has shown that in going over the cases together points are brot out and questions raised and discussed which one man might pass over unobserved.

During the past year we have reviewed several cases involving intricate points and considerable amounts, all of which were gone over by the Committee while in session. There are a few cases yet pending which have not been decided for the reason that it has been impossible for the members of the Committee to get together, and believing that this is the only correct way to handle these matters they have not received our attention. I wish to say, however, in behalf of the Committee, that we will endeavor to get all unsettled matters adjusted before our successors are appointed, so that they can start out with a clean docket.

Respectfully submitted,
Warren T. McCray,
Chairman.

H. S. Grimes spoke of the advantage of refining differences to the Arbitration Com'ite and recommended that all differences, even those with railroads, be arbitrated before the most excellent comite of the association and commended the comite to the members.

President England took the chair and introduced Wm. Ingle, vice-president of the Merchants' National Bank of Baltimore and member of the American Bankers Association B/L of Comite, who read a paper on Bs/L from which we take the following:

Bills of Lading; Their Use in Commerce and Banking.

There was exported from the United States during the year preceding July 1, 1907, domestic merchandise valued at $1,853,000,000. Of these exports cotton represented a value of $481,000,000; wheat $60,000,000; corn $44,000,000; and other agricultural products $116,000,000, making a total of $701,000,000 value.

Practically all of these staples were shipped abroad under "order" Bs/L, which upon their issuance at once became the security upon which were drawn bills of exchange. Recognizing in the interest of trade and finance the necessity of having all such ocean bills of uniform character and subject to such provisions as would beyond transfer to their purchasers an absolute title to the property carried under them and until their surrender, Congress passed the Harter Act, and this law controls foreign shipments. The domestic movement of merchandise, however, is not so safeguarded.

An order bill of lading is a paper of two-fold character, first a receipt for merchandise and second a contract to carry and deliver. It is made more complex in that it is issued subject to numerous conditions which are sought to be imposed upon the shippers and which, if they serve no other purpose, afford the carrier innumerable defenses which are promptly set up the moment one of the papers gets into court. This might naturally be expected when it is considered that the bills are prepared in the offices of the carriers who most naturally see to it that their wording is such as shall involve them in the least possible responsibility. Speaking in a general way, the carriers thruout the country thru their committees can and do act in substantial harmony in matters pertaining to the issuance of these bills, while the shippers, having differing degrees of interest and being widely scattered, can offer no effective opposition, but must take the forms as tendered and trust to the lack of general information on the subject to effect their negotiation.

It is in this negotiation that the service of the banks is required, as without their help it is difficult to see how the crops could be moved except at the expense of a ruinous delay or at the hands of a very few large dealers who, being well fortified with capital, would unaided be able to make advances to the owner of merchandise from their own resources and thus put out of business a very great number of merchants who with any amount of energy and ability are nevertheless dependent upon the banks for the money which they furnish upon the pledge of order Bs/L covering shipments in their line.

Probably no single trade organization better understands and appreciates the necessity of having a good clean cut B/L than the Grain Dealers National Ass'n. In your membership you have many large and financially responsible houses, but business aggregating an enormous sum is transacted by probably a greater number of houses associated with you whose necessities under conditions heretofore obtaining have not demanded a great deal of capital. When crops are moving a large house will frequently have occasion to borrow $500,000 to $1,500,000, while smaller concerns having a capital of from five to twenty-five thousand dollars will respectively be able to borrow from fifty thousand to one hundred and fifty thousand dollars, having in addition to the capital suggested a good name and a proper number of order bills.

Since the time, say, twenty years ago and until recently the banks have readily accepted such bills as collateral, but with a use which in your line is now well nigh universal has come an increased number of losses made possible by the present mixed and unsatisfactory state of the law or lack of law on the subject, a fact immediately availed of by a carrier at fault. These losses arise from various causes which are now rapidly becoming better understood. Fraud, of course, is very often present. Carriers use a common form for both straight and order shipments. A straight bill can thus be made valuable by simply writing the word "order" in its proper place after issuance. As these instruments are necessities of commerce, there is no good reason why they should not be issued in some distinctive form, or at least have the word "order" printed on bills used for such shipments.

Tickets Protected: One never hears of the carrier having any difficulty in properly caring for the sale of its tickets to the public. These can be had in most



A Few of the Illinois Delegates at the Cincinnati Meeting.

elaborate form and via a dozen connecting lines, but by the time a local agent gets through punching and stamping them the carrier is usually thoroly protected. No greater difficulty could attend the proper issuance of an order bill of lading, and some distinctive form of such document should be provided.

Again, any material alteration, for instance, in the dating of a bill avoids the instrument, and the holder in some States would not be permitted to recover any claim based on such altered bill. The words "NOT NEGOTIABLE" printed or written at any place on the bill mean exactly what they say, and should act as a danger signal to all into whose hands they may fall and despite protest to the contrary by the carrier. No shipper should for a moment accept a bill so marked.

The carriers object very strongly to the issuance of a negotiable B/L, probably not so much for the reasons they assign as for others of weightier character, as with a negotiable bill, even under the present contradictory laws, their obligation would be much more definitely fixed. By reason of the two-fold character of the paper they insist that it would upset all legal precedent to declare them negotiable, and possibly it would, but this only proves the necessity of establishing a precedent, as was done at the time when ordinary promissory notes were made negotiable. Before this came to pass and at a comparatively recent date only bills of exchange possessed this quality. Changing conditions must eventually compel the enactment of laws which must outrage the sensibilities of devout followers of Blackstone, and the time is surely ripe for the perpetration of another such offense.

The carriers wave all objectors aside, however, and call a shipper's attention to the "order" clause made prominent by its repetition on the face of all bills. The language is so very simple and its meaning apparently so unmistakable that the majority of the shippers of the country have by its use acquired a feeling of absolute security. A rapidly growing minority has, however, had different and costly experience. It probably does not misstate the case to assert that there is not a bank in the United States, which, handling as many as ten order bills in the course of a year, had not in at least one case found that goods named in such a bill had been delivered to consignee without its surrender. What is it that then happens? In most cases a transaction is closed properly and without recourse upon the bill, but in odd cases, quite numerous in the aggregate, the injured party is obliged to engage a lawyer with the idea of enforcing rights of which he presumed himself to be possessed.

Spent Bill: If it so happens that the holder of such a bill should pledge it with a bank at any moment after actual delivery of merchants, such a bank would in most States scarcely have a chance of recovering, as the paper would be declared to be a "spent" bill, and while the carrier would receive a lecture upon the sacredness of a moral obligation, the holder of the discredited document would none the less lose his money. There should be no such thing as a spent bill any more than there should be a spent certificate of deposit issued by a bank.

The shippers at the moment probably feel that this is a matter in which they are not especially interested, but failing the suggested relief and when as a consequence banks can no longer accept these proffered bills of lading, they will find that it very nearly concerns them.

Under the laws of many of our States any local agent of a carrier may issue a bill of lading naming goods not received by him and, negotiating such spurious bill, defraud an innocent purchaser, who will not be permitted to obtain redress from the carrier. Such a plea would hardly avail a bank if its cashier or officer authorized to issue certificates of deposit in its behalf would issue such certificates in the absence of any deposit, and should the evidence of debt find its way to the bank in the hands of an innocent holder. Surely the carrier should be fully responsible for its agents' acts in a matter in which he is regularly engaged and especially so when there is no practical way in which at stages of its handling the holder of such fraudulent bill can learn of its character. Agents frequently sign bills in advance of the actual receipt of goods and for the convenience of their customers, and of course without having the slightest idea of defrauding any one. If by any means one of these bills for which no goods were actually delivered to the transportation company should get into the hands of a third party the holder could not have recourse upon the carrier.

The members of your association are vitally interested in securing a bill which shall secure to the holder, either yourselves or the banks with which you deposit your drafts with such bills attached, a good, clean cut title to the merchandise named in them. This title should be as secure and as easily defended as would be the case when you take a deed for a piece of real estate. Permit me for a moment to refer to your relations with your banker. If you are possessed of a certain amount of capital in your business, you probably go to your bank and arrange for a line of credit based on such capital, and using this credit you generally tender your unsecured note. This relatively small amount exhausted, you would at once be obliged to cease trading until you could collect some of your outstanding accounts were it not for the fact that by the use of an order bill of lading attached to your draft for approximately the value of a shipment you can have your bank advance you its face value and thus at once give you additional funds with which to repeat the operation.

Pending some reasonably prompt settlement of the entire subject, you can do much to protect yourselves and the banks if you would bear in mind the following thoughts.

Do not on any account sign a bill in connection with the agent of the carrier.

Do not accept a bill upon which the words "Not negotiable" appear. Should they be on a printed form and erased by the agent upon your demand, see that the agent acknowledges the erasure in writing over his separate signature.

Do not accept a bill altered before or after issuance as to date, quantity or in any other material manner.

See that order bills are signed in actual writing by the hand of regularly authorized agent of the carrier.

Do not fail to endorse properly order bills. You should not put upon either your commission man or a bank the responsibility of furnishing and guaranteeing such endorsement and thus assume a real risk.

Upon motion of E. L. Rogers, Mr. Ingle's address was ordered spread upon the minutes and referred to the incoming Board.

The Hon. Martin A. Knapp, chairman of the Interstate Commerce Com'isn, addressed the meeting on Transportation Problems. From his address we take the following:

Regulation of Railroads.

I shall endeavor to say a few words upon the subject of public regulation; and as I am liable to be very discursive in my remarks, I purposely avoid a more definite statement of my subject lest you might be again reminded of the minister referred to by Mr. Ingle, of whom it was said that if his text had had the smallpox his sermon would not have caught it. (Laughter.)

From time immemorial, from savage and thru semi-civilized life up to the most enlightened nations of the present age, the construction, maintenance and control of the public highway has everywhere been recognized as the primary function of government. More than that, the right of every citizen to use those highways on equal terms with all his fellows has been recognized as the most primary and fundamental of all the rights which an individual can possess.

I dwell upon this fact of familiar knowledge for a moment, because to my mind it goes to the very foundation of individual freedom and industrial liberty. The man who is deprived of the equal right to use the public highways is practically as much handicapped in the struggle of life as though he were denied security to his person, or protection to his property. (Applause.) And right here I think I draw a distinction often I fear overlooked, which it seems to me goes to the very bottom of this whole discussion; and that is the difference between contract rights and political rights. In the exchange of actual property, the things produced by labor and skill, the things we use to eat and wear, the relations of the parties are contract relations that are entered into voluntarily; they may be refrained from at will, but the relations between the public and the public highway are not contract relations. I do not ride upon cars or have my property transported because I have made a



After Dinner at The Sinton, Cincinnati Meeting.

contract with the carrier, but in the exercise of my political rights. (Applause.) The merchant can stand at his door and if he chooses say I shall not enter; he may refuse to sell me if it seems to be for his interest. He is free to sell to me at one price and to you at another price, and to vary the terms to either of us as and when he sees fit. But the railroad manager cannot deny me the right to use the facilities which he affords; and when he does so, or when by his varying and discriminating dealing as between me and others he places me at a disadvantage in the use of a public facility, in the enjoyment of a political right, I am placed at a disadvantage which is always serious, and often becomes fatal. (Applause.)

The authority for the exercise of power over highways on the part of the National Government is found in the commerce clause of the Constitution, "that Congress shall have power to regulate commerce with foreign nations and with the Indian tribes, and among the several States." This little phrase in the fundamental law of barely twenty words only a dozen as applied to this subject of public transportation has become of judicial construction, by the development and necessities of our modern life practically one of the most important, and certainly the most conspicuous provision in the fundamental law.

Now what is meant by the regulation of commerce under this provision in the Constitution, and how is it effected? What is it designed to accomplish? What are the means by which its purposes are realized?

If you reflect a little you will perceive that any scheme of railroad regulation must in the nature of the case begin with a tariff. As a practical matter there must be an announcing of the tariffs or schedules of rates and the terms; that is to say, the toll which must be paid for the use of this public highway. You must begin your task of public regulation by requiring the announcement of the rates or tolls and other conditions upon which this service can be secured. You will thus perceive that immediately two classes of questions arise, of widely different nature and requiring widely different treatment. You begin with your railroads in operation and their rates established. One task is to see that those rates and charges are applied impartially to everybody (Applause); to see that no one is deprived of his inalienable political rights to use the highway because his neighbor or his business rival gets the use of this public instrumentality on more favorable terms than he is compelled to pay.

The other task is this: If those established schedules of charges, tho actually observed in all cases and applied impartially to everybody, are themselves unreasonable, because they are excessive, or unfair because they discriminate between different localities or different articles of traffic, then your task is to find some efficient way of changing those schedules of rates so that they shall be more reasonable and freer from discrimination.

Now I beg to remind you that these are two very unlike purposes of regulation, and they are to be accomplished by quite different and unlike means. So far as I am able to reflect I can find no way so efficacious to secure the actual observance of established schedules in all cases and under all circumstances as to make departure from those schedules a criminal offense.

I might add—and should add—that the application of criminal remedies to prevent rebates and other forms of private discrimination can be powerfully aided by supplemental legislation, giving the use of an injunction against a given carrier whose practices in that regard have been made the subject of public knowledge.

Now the other question—and in a way that seems to me today a question of great and growing importance to business men like yourselves—is if the charges of our railway carriers are excessive, or if although strictly observed they operate with discriminating effect, then you want some means, some instrumentality by which the necessary change to promote justice and equality shall be speedily brought about.

I have already said that the only effective remedy for rate cutting and all other secret practices which result in giving one man who uses this public service more favorable terms than others are required to pay, can only be corrected by criminal proceedings. When it comes to this other question, Is the toll which everybody pays more than ought to be paid? Does it yield an excessive revenue to the carrier who is allowed to discharge this governmental function? Does it operate with discriminating effect between different localities, or different articles of traffic? then I say you come to the question which the courts cannot and will not satisfactorily determine. (Applause.) And for this fundamental reason, that the question you thus raise is not a judicial question, but a legislative question. The range of inquiry to enable anybody to determine a question of that kind is far wider, more intricate and complicated than can possibly be solved by a strictly judicial inquiry. That is to say again, when you are trying to ascertain whether a given rate is higher than it ought to be, whether it operates to discriminate in favor of this town as against that town; whether it operates to the prejudice of this article of traffic as against that article of traffic, the question you are dealing with is essentially legislative but not judicial. Therefore, the tribunal and instrumentality by which these questions are to be determined must be not a judicial tribunal, but a legislative tribunal.

Now as to our present theory of regulation, bear in mind that this is a subject of immense complexity, of transcendent importance; it touches the life of every individual. It has more to do than anything else with the prosperity of this great country.

No one disputes longer that the rates or let us say, the tolls, of a public carrier should be reasonable, that there shall be no discrimination between persons, or places, or commodities; but you must bear in mind that that law was passed when the average notion of men regarded the railroad in much the same light as a factory or warehouse, because it was conducted not by public but by private enterprise; and therefore, the man who by one way or another succeeded in getting his traffic carried at less cost to him than others were required to pay was liable to be looked upon as displaying superior business sagacity and entitled to the success which his advantage secured.

Well, we have changed all that. I think you will rarely find a man today who has given this subject any attention, or who realizes its tremendous significance, that will not say that these are great public highways which our Government might, if it saw fit, maintain and operate by direct agency; that the right to use these facilities is a political right, and that every political right under our free institutions should be enjoyed equally by every man. (Applause.)

I believe that the time is near at hand, if it is not already here, when the man who is even suspected of getting a transportation favor which his business rivals do not share will be looked upon with coldness and disfavor, as one who does not deserve the good opinion of gentlemen. (Applause.)

So far from finding fault because legislation on this subject has not gone more rapidly or more radically, I think on the whole that perhaps it has developed as speedily and as soundly as on the whole could fairly be expected. To what extent it will be carried, what new fields will be entered upon, and in what other directions this vast power of the Congress will



One-fifth of the Dealers from Indiana at Cincinnati Meeting.

be exercised, you and I today can only conjecture.

Now what more can I say? My time is limited, and your patience tested. Let me add this:

I believe in such organizations as this which you have formed. I believe in others of a similar character. I believe in everything of that sort which tends to diffuse intelligence, to make one man familiar with another man's needs, and so to stimulate that consideration and charity for others without which there can be no successful progress (Applause); and therefore, I deplore any legislation or any sentiment—whatever its motive—which seeks to place the ban of prohibition upon this overmastering tendency everywhere on the part of men to get together, and work together. (Applause.)

A rising vote of thanks was tendered Mr. Knapp.

Jno. B. Daish of Washington was called to the stage and said:

Presentation to President England.

In my humble judgment, there is a time just now when this great Convention, representing one of the greatest industries of this country, should pause in its deliberations, hesitate for a moment, casting aside transportation, bills of lading, and cognate subjects, to pay tribute to one thru whose earnest and untiring work this Association has largely been made what it is. One who has contributed by his efforts to the success of this great meeting (Applause). No one appreciates more keenly than the friends of President England (Applause), the trying circumstances under which he assumed the gavel of this organization. By the resignation of President Goemann, the Association was fairly thrust upon him. He thot, no doubt, that when he was made First Vice he was "safe on first," and that he would not of necessity be called upon to make a "home run;" but as Cincinnatus took the plow, President England took the gavel. He has wielded gently but firmly, carefully and cautiously. I believe you will all join with me in lauding his praises, in concurring with others, who have said to me that to his efforts the success of this meeting is largely due.

[Addressing President England] Your friends, sir, of this organization have chosen me, because of the innate modesty of others, to say to you that they appreciate those efforts, which are no more than you have always given in any organization with which you have been connected. They want to express that appreciation in a way, Sir, that may be remembered—something that you may hand down to future generations. So they have gotten together and purchased, and desire me to present in their behalf, this Loving Cup, which I trust you will always appreciate, as I know full well you will.

Suiting the action to the word, Mr. Daish presented to retiring President England from his friends in the Association a silver loving cup, which is illustrated herewith.

Response by President England.

Mr. Daish, and Friends of the Grain Dealers' Nat'l Ass'n:

If Chairman Knapp knew all the conditions I think he would decide that the bigness of your hearts had induced you to "discriminate" [Laughter]. Seriously, the fact that there is any opportunity for a matter of this kind has taken me by surprise. More than that, the feeling that I have had of my own limitations; that my own efforts have not been satisfactory to me, has impressed me that I was not doing for this Association what I should do—certainly not what I wanted to do.

Gentlemen, when I say to you from the bottom of my heart that I appreciate your kindness, what more can I say? I have attended your meetings year after year. They have all been of benefit to me.

This Association has benefited me in a business way; but nothing of that nature which I have gained, or can hope to gain, is so important in my estimation as the friendships which I have formed by and thru this Association. I cherish these as among the warmest and the best ever that I have made; and to have known the better side of so many of you has been a pleasure, an incentive and an encouragement.

Gentlemen, I sincerely thank you, and I feel now that I can exclaim with the psalmist, "Yea, verily, my cup is full and floweth over" [Applause].

On one side of the loving cup the following was handsomely engraved:

"Presented to Charles England
by His Friends
in the Grain Trade."

On the other side was:

"Cincinnati, October 3, 1907."

The report of the Secretary on the Uniform Grade Congress was next in order, by previous motion, but the hour for recess having arrived, Mr. King suggested an adjournment until 2 o'clock, and a motion to this effect was carried.

THURSDAY AFTERNOON'S SESSION.

The Thursday afternoon session of the Convention was called to order at 2:50 o'clock, President England presiding. A. G. Tyng presented the following report of the membership comite;

Report of Membership Committee.

The benefits derived by every member of the Grain Dealers Nat'l Ass'n are increased by the addition of each new member. If the organization is large and powerful, it gives protection and assistance to all its members. If the membership is limited, it is of little use to any one, as its influence is of necessity small. For this reason, it is most important to us all, that the membership be largely increased. At our Tenth Annual meeting, our direct membership was 307. During the year, 101 additional members were added, making a total of 408. There were 30 lost by withdrawal and a suspension, leaving the present membership 378.

The affiliated membership at the Tenth Annual meeting was 628. During the year were added, Illinois—400 members, Oklahoma 150 members, a total of 550 members, making the present affiliated membership 1178. The members of the Grain Dealers National Ass'n are not counted in the State Membership of the affiliated members.

Our Membership is much below what it should be. There are at least 2000 concerns handling grain that should be members of this Ass'n. In addition to this, all the State Ass'ns should be affiliated with us. In the past year, we have secured two State Ass'ns but there are several more that should be affiliated with us. To this end your Committee recommend that the President appoint a Comite of members of the Ass'n residing in each State, that is not affiliated, and endeavor to arouse sentiment for such affiliations during the coming year.

The question between the Illinois and the Grain Dealers National Ass'n was as hard a one to settle as could be in any other States, but was solved by systematic effort, and more can be done in other instances.

In regard to the direct membership would say that the benefits of the Grain Dealers National Ass'n to all the large dealers of grain is so apparent that it would seem as if the matter was properly presented, there should be no trouble in adding a large portion of them to our present membership.

The trade rules adopted by this Ass'n have saved trouble and loss to us all, amounting to hundreds of times the membership charged.

The matter of Uniform Grade which has been worked on during the past year, when accomplished will be the greatest step ever taken in the grain trade, and will be productive of the most benefit.

The arbitration feature is one of the greatest value. It is so evident, that it is needless to numerate its many benefits.

It is not fair for the large portion of the grain dealers of the United States to reap the benefit of the work of this Ass'n, and not give it their personal and financial support.

This Comite suggests that the President appoint 5 members of this Ass'n in each State and ask them to make a list of parties in the said State that in their opinion should become members of this Ass'n, and when the names are presented that they be divided among the Committee, each member to use such effort as possible to secure the application for membership from the names of his portion of the list. In States where we have no membership, the matter can be handled thru the offices of the Secretary, or Membership Comite, and the same results accomplished. It is vital that some steps be taken, and this seems the most simple way to reach results. We would also suggest that a small pamphlet be prepared by our Sec'y, which should call attention to the benefits of the Ass'n to parties engaged in handling grain, which can be used in the effort to increase our membership. A copy of our trade rules in this pamphlet would make it of additional value.

Pres. England: This is a very important matter. Unless you have a well equipped membership you cannot attend to the things that pertain to your organization. I think this report should have more than passing notice.

H. S. Grimes: I move that the report be spread upon the minutes as read:

Pres. England: Mr. J. M. Dennis of Baltimore, who is chairman of the Confirmation Blank Comite, is ready to make his report.

J. M. Dennis: Gentlemen, I beg to submit to you a form that has been recommended by your counsel. I hope that its brevity will recommend it. It is hard to get a confirmation blank that will suit everybody, or one that will meet every condition of the grain trade. I hope this simple form will suit you. The blank is on the facing page.

Remarks concerning blank were then made by Pres. England, L. A. Morey and Secretary Courcier to the effect that no blank could be made to suit every case or please every body, and if there are special transactions involving special conditions it is very easy to make blanks to fit those special conditions.

Mr. Grimes: I wud suggest that sec'y forward copies of blank to all members of the asociation and make motion to that effect.

L. A. Morey: Will that bind us to accept that blank?

President England: Not necessarily. You can make as many contracts to suit special cases as you please. Motion carried.

The report of the Legislative Comite was read by Sec'y Courcier, the chairman of the comite, W. N. Eckhardt, being absent.

Report which is as follows was received and placed on file:

Report of Legislative Committee.

To the Grain Dealers' National Ass'n:

In submitting this report in behalf of the Legislative Committee, there is little to say of things that have been done since your last annual convention.

The Hepburn amendments to the Inter-State Commerce Act are daily demonstrating their vast importance to the commercial interests of this country, and are essential in promoting the general welfare of varied industries in all directions. Those associations, interests and individuals who gave their time and effort to the promotion of this legislation, may well feel proud of the results.

That there are features in this bill that may apparently for a time work hardships in some directions, is inevitable, but it is probable that time and diligent effort will smooth the rough spots; the inconsistencies will undoubtedly receive such fair consideration by the railroads, and by conflicting interests that they can, and will be adjusted satisfactorily to all concerned.

Uniform Bill of Lading: One particular feature that has had the most earnest consideration of commercial interests and the railroads, even while the Hepburn amendments were uppermost in the minds of our representatives in Congress, is the Uniform Bill of Lading, the final recommendations for which will be considered at a conference with the Interstate Commerce Commission in Washington this month.

We do not fail to appreciate the arduous labors of those to whom must be given credit for the progress already made, in offering a few suggestions, which to us seem of the utmost importance, believing that a thoro understanding of the terms and conditions at this time is not only desirable, but will also prove mutually beneficial.

The proposed uniform B/L, providing that when property is billed "to order" or when the word "order" appears in the face of the B/L as a part of the contract, will settle much uncertainty as to the worth of such a document issued by a Railroad Company; it is a much needed and valuable factor—one that has been assumed to carry with it certain specific guarantees to the holder of such a document in the past. Nevertheless it has been made very uncertain by decisions of the courts; it will vest the ownership of the property in the holder of such B/L, and as defined, will necessitate, absolutely, the surrender of such B/L to the Railroad Co. at destination, before the delivery of the property shall be made; these features will restore the confidence of the business public, notably the bankers, and give it value as a negotiable document, without which the commercial interests everywhere would be seriously crippled.

Attention is, however, directed to the first paragraph and to the fact that in accepting this B/L the shipper in behalf of himself and his assigns, accepts the conditions in this B/L as just and reasonable. It is necessary then to see that the conditions as mentioned in the B/L are just and reasonable; therefore these conditions demand your careful consideration, and should be well understood before they are finally approved.

First in order is the paragraph dealing with the

LIABILITY OF CARRIERS.

which includes the clause "Inspection will not be permitted on an 'order' B/L unless permission is endorsed on the original B/L, or given in writing by the shipper." In order to meet this requirement the B/L must bear the necessary endorsements, or such an order as is provided.

"Exceptions to Liabilities" in Sec. 1 presents the provisions that the Railroad Companies will not be responsible for difference in weight of grain, seeds or other commodities caused by natural shrinkage or discrepancy in elevator weights. In this same paragraph occurs also the question of responsibility by the Railroad Company from loss by fire, in which item the question of the position of the Railroad Co., after arrival at destination, upon and after the acceptance of orders for the subsequent movement of grain have been received and accepted by them; these questions cannot be too carefully discussed, and the liability of the Railroad Co. or otherwise, to the shipper or consignee, ought to be clearly defined.

Cooperage: In Section 4 of this B/L the item of cooperage arises, and as cars carrying grain or seeds in bulk have always been provided with grain doors by the Railroad Company, or their cost paid by them, the question of whether or not this section releases the Railroad Co. from such liability, or adds additional burdens on the shipper of the property, should be settled in such way as to fix absolutely the liability of the shipper or the carrier. It is proper that if grain or seeds are transported, and cars are the necessary medium for such transportation, that the cars provided for the shipment of this property should be in such condition as to carry it safely to destination. It, therefore, seems a fair assumption that the Railroad Co. should pay the cost, not only of the doors, but also the cost of cooperage.

Release from Liabilities: As the provisions of this B/L are studied and analyzed more carefully, it appears as tho the Railroad Companies were endeavoring to exact its provisions, a release as much as possible from their liabilities as common carriers which are, or may be, fixed by State or Federal Laws. It might commend itself to the trade that either there should be definite and fixed obligations binding the Railroad Companies in their responsibility to the owners of the property or the holders of the B/L; or that some of these indefinite and vague exceptions of liability be left out of the document, leaving the liability of the carrier to be fixed by State or Federal Law.

I. C. Commission Decisions: Cherishing the most profound respect for the members of the Interstate Commerce Commission, recognizing their high standing as individuals, and that it is their purpose to influence and to enforce the provisions of the amended act in a most impartial manner and without favor, for the progress of the commercial interests of this nation, conserving at the same time the undoubted rights and privileges of both the railroads and the shipping public, we are, nevertheless, prompted to make some criticisms on recent decisions and rulings, which we hope may prompt such corrections that there may be no injustice done, or onerous burdens imposed on either side.

Uniformity in Car Service Rules: The Interstate Commerce Commission is understood to favor uniformity in car service rules. The trade has been impressed by the Car Service Associations who have urged this matter with more or less vigor, that these uniform rules mean that the rules shall be uniform at all distributing and transfer points. It must seem reasonably clear to all interested in the trade that uniformity in car service is a question largely of whether or not uniform conditions exist for the handling of grain and commodities in various markets or at various distributing points. Manifestly, where a very large business is handled at any particular point, the measure of time allowed for the handling of the business justifies a rule less rigid and more elastic than where the volume of business handled is small, and where there is no likelihood for congestion due to conditions which affect solely the Railroads, and which at times of congestion in the important markets, reflect largely on the facilities that are owned, controlled or nominated by the owner of the property for handling, loading and unloading. This question is also made more or less chaotic by the suggestion that the matter of car service is largely a local matter, and properly belongs under the jurisdiction of the state, and is not one that is correctly an "Interstate" proposition.

Shippers Right to Route Property: In a recent decision it is held that shippers have no right to dictate the routing of property consigned by them, which is evidently unfair and unjust to the shipper, whose contracts for staples and commodities at the time of execution of same, in many cases, involve routing via specific lines or routes, and by such agreements establish specific values of such staples and commodities, and therefore the shipment via and other route or line would be a violation of specific terms of the contract entered into between the parties thereto. Consequently the change of route or line by the Railroad Co., without notice to the interested parties, would be practically an abrogation of the original contract, involving the parties interested therein, in serious losses, which, under this decision, would leave them without recourse, or any means of recovering for losses sustained.

Pooling Means Indifference: This is a step in the direction of pooling, on which subject much has latterly been said, and it is broadly stated that both the President and the Interstate Commerce Commission favor such legislation. We enter here our most emphatic protest against any legislation tending in that direction, realizing that pooling means indifference to the necessities of the public, poor service, poor equipment, and discourages that competition and endeavor to merit the good will, by which the business public is assured at least of a reasonable consideration for its welfare and the promotion of mutual interests of both the patrons of, and the Railroad Companies themselves. We can heartily commend the assurance of our worthy Chairman of the Interstate Commerce Commission, and our guest at this convention that "In Union There is Strength," but we can, and will forcefully apply that energy in opposition to any recommendation or measure that savors of pooling.

In this declared opposition to any amendments to the law that mean pooling we are, nevertheless, favorable to such amendments that will permit associations of carriers in common territory and agreements between them, for the establishment, of rates and classifications, provided such associations shall be subject to the supervision of the Interstate Commerce Commission, and that the right of individual action by any carrier be preserved, and the shipping public is protected against any arbitrary action on part of such association.

Responsibility for Error in Quoting Rate: In an important ruling made by the Commission, the question of liability for error in quoting a rate by a Railroad Company or its representative, is involved. We believe that the burden of responsibility for incorrect rates quoted by Railroad Companies or their representatives, should not rest upon the public, and suggest that the Interstate Commerce Commission be requested to recommend to Congress, or be asked to promulgate a ruling providing

Confirmation Blank.

[OFFICIAL FORM. GRAIN DEALERS' NATIONAL ASSOCIATION.]

Confirmation.

Notice: If confirmation as below stated is not..... (Place) correct, wire us on receipt of this..... (Date)

.....

.....

Dear Sir:

We confirm (purchase of) you, as per (our letter) of to-day, of
(sale to) (wire)
..... (cars of)(delivery) at cents
(bushels) (shipment)
per bushel delivered net.....
weights and inspection guaranteed by (seller). Same to be shipped
(buyer)
and billed as follows:.....
Notify
and routed via.....for delivery by.....
.....

It is expressly understood that the grain named within is to be shipped as per terms of contract, and that this transaction is to be governed by the Trade Rules of the Grain Dealers' National Ass'n, in force at the time of making this confirmation.

Seller to pay the customary charges for weighing and inspection, if weighed and inspected where such charge is made, and off grades shall be accepted at market difference day after the last car is unloaded.

that the officers or representatives of carriers shall be obliged to quote rates in writing, and that the responsibility therefor, shall rest upon the carriers, but that if such rates should prove to be incorrect, the claims filed for losses arising therefrom, in order to prevent illegal practices, shall be subject to such safeguards or supervision as the Interstate Commerce Commission may recommend.

Posting Tariffs: We believe the requirements in the law that tariffs of a Railroad Co. shall be posted in two public and conspicuous places in railway stations, is an unnecessary burden and expense, and we recommend that this feature be given more extended attention, with the aim that the effectiveness of publication of rates can be properly brot about with greater economy.

We recommend fair and serious reconsiderations by the Interstate Commerce Commission, of the revision of the ruling, whereby tariffs mailed to the commission, without sufficient postage affixed, are returned, and the effectiveness of the tariffs in question is thereby nullified, or at least delayed; while it may serve as an object lesson to the forwarding lines, and be a means to bring them to a realization of their duties toward the commission, it seems as tho the commission could attain its purpose in another way, because it would, under the provisions of the act likely involve very seriously the patrons of the railroads who, under such a system, would be innocently made amenable to the punitive provisions of the law.

Recommends Addition of Traffic and Business Men: The large volume of business transacted by the Interstate Commerce Commission, and the needs of the commercial industries of the country for prompt action on questions arising on which the decision of the Interstate Commerce Commission is desirable and more or less imperative, prompts the suggestion that the efficiency of the commission could be greatly increased by the addition of four members—two of whom shall be practical traffic men, and two prominently identified with the commercial industries of the country. The suggestion that additional members to the commission to be composed of traffic men and as recognized representatives of the business community, is prompted by some of the rulings latterly made by the commission, which give the impression that the points involved were considered from a highly technical or legal standpoint in the interpretation of the law, and therefore are not calculated to promote that confidence in the commission for uniform fairness toward the business interests of the country, which is essential and highly desirable and which we sincerely hope and believe is the aim and purpose to maintain at all times.

Respectfully submitted,
WM. N. ECKHARDT,
Chairman.

A. E. Schuyler read an address on the Solution of the Shortage Problem, from which we take the following:

The Solution of the Shortage Problem.

The title of my discussion would suggest a final solution of the shortage problem. As a matter of fact, the only way by which this vexing question could be solved, effectually and permanently, would be to discontinue shipping grain in bulk. As such a course is not feasible, my discussion will suggest, rather, methods of relief.

No doubt many in the trade have often wondered what becomes of all the grain that is daily reported as having disappeared in terminal weights, for the initial shipper and terminal elevator man are continually reporting heavy shrinkages, not only in the grain handled through their elevators, but also in the grain that is transported from point to point. Basing the amount of this shrinkage on these reports, the quantity thus disappearing must be enormous. Now three questions arise:

First: What is the ratio of actual shortage, to shortage alleged?

Second: What becomes of all the grain alleged to be short? and

Third: What causes the losses complained of so constantly?

Surely the railroads can be in no way to blame for these averred losses, for their claim agents invariably tell us that such cars as turn out excessively short are handled with neatness and dispatch, without leakage or theft in transit.

Again, mistakes at the initial loading points are quite out of the question. This is conclusively proved by the affidavits of weight furnished by the shipper.

On the other hand, it would be foolish for me to attribute the cause to the possibility of errors at the terminal unloading elevators; for do not the certificates of weight issued by the terminal weighmasters refute any such charge? And moreover, whoever heard of a weighmaster making a mistake?

Now if all true, these declarations would prove that a shortage was impossible, but nevertheless existed.

As a matter of fact the causes contributing to claims for shortage in weights on grain shipments are five in number, as follows:

First: Inaccuracy.
Second: Wasteful and dishonest practices.
Third: Leakage.
Fourth: Evaporation.
Fifth: Theft in transit.

It is of the highest importance for an appreciation of the remedies to be proposed, that the various causes for shortage be clearly fixed in mind, for which purpose we may well consider them one at a time.

Inaccuracy: Now a shipper who desires to record accurate weights against cars loaded by him must use a reliable weighing machine, and use it correctly. The quality of his scale and its installation are the chief factors here. It follows then, that it is of vital importance in selecting a scale, to choose one that will meet all the requirements for accuracy. Right here a word of warning to those contemplating the purchase of weighing machines might be appropriate. I would say, therefore, that in choosing a scale a purchaser should keep in mind, that to the average observer, an improperly designed weighing machine, constructed of cheap and unsuitable material, appears much the same as a first-class product. It is greatly to be deplored that so much worthless scale material is being imposed upon the public. The manufacture, sale and installation of cheap and loose jointed scales by careless and incompetent men have added materially to the contention and ill-feeling in the matter of weights between the buyers and sellers of grain. In these cheap imitations of machinery upon which so much depends accuracy is sacrificed to cheapen the price, and the sale generally is built so that its principal product is trouble rather than correct weights.

Pitless Scale Worthless: Among the worthless weighing machines manufactured is the one known as the Pitless Scale, which is being installed extensively throughout the grain producing territory. In this style of scale, there is a tendency to crowd the mechanism into a very small space, and in order to do this, it is necessary to shorten the connections between the various levers and their points of suspension. This often causes some of the parts to bind and work hard. Moreover, the consensus of opinion among disinterested experts is, that it is not practicable to construct a weighing machine in the small space used in the construction of pitless scales. Furthermore, the material in these scales is cut down in weight to such an extent that under heavy loads the deflections of the levers will often exceed the safe limit. In consequence the necessary alignment is not sustained. Then, too, the entire absence of foundations permits the scale to settle out of level, and in cold weather to be heaved by frost. The fact that one of the large scale companies, which was forced by competition into the manufacture and sale of these alleged weighing machines, restricts their sale entirely to farmers, is an admission of their unreliability.

Wasteful and Dishonest Practices: Willful waste makes woeful want to the nation as surely as to the individual. Confucius said: "He who will not economize will have to agonize." Our aim should be to prevent commercial and agricultural agonizing by the wholesome economy of saving, by stopping the avenues of prodigal waste.

Altogether too many shortages are caused by spills in loading; by careless and indifferent sweeping of cars; by the toleration of after sweeping in railroad yards; by the excessive and unusual handling of grain whereby the weight is affected; by the tolerance of defective loading spouts and antiquated grain handling machinery; by the use of suction fans and blower attachments; by the tolerance of unfair and excessive dockage.

Sometime ago it was my privilege to visit a country point where quantities of grain are handled and transferred. To my surprise I found the loading track there covered with wheat. My inquiries brot forth the fact that this grain had spilled out of different cars during the loading. The man in charge assured me that this wheat would be put into the last car loaded. I wondered then if all the cars loaded that day would finally reach the same unloading elevator. But even so, there would be a variation in the weights arrived at.

The terminal weighmaster is by no means always blameless in the matter of shortage. For even he, who makes the business of weighing in all its branches a special study, sometimes does the things the shippers of grain are continually being cautioned not to do. It is not long since that a weighmaster of a terminal market admitted to a correspondent that he had no idea when the weighing machines, in use by his Department, had been tested.

Again, too often Bureaus of Weighing are managed without the adoption and publication of suitable regulations for the guidance and information of such Departments and their patrons. The result is, a toleration of obsolescent methods, and the use of antiquated grain handling and weighing machinery conducive to inaccuracy, waste and dishonesty, and long since obsolete at those markets maintaining well organized, systematized weighing bureaus.

The purpose of a Department of Weighing are:

To inculate principles of justice and equity in the weighing of grain.

To furnish weights that are independent of the interests of either party to a transaction, and

To aid in equitable adjustments of disputes, in so far as accurate weights are concerned.

It is the duty of a department chief, therefore, in regulating the details of his office and employes, to see that such regulations are adopted and enforced as may be requisite to protect all interests concerned. Be it remembered that the shipper, by selling his grain on the basis of terminal weights, assumes all of the liability of loss through possible leakage and theft in transit, as well as errors, waste, and dishonesty at the terminal points of weighing. It is his right, therefore, to demand the use of modern equipment in weighing his grain; it is the duty of the terminal weighmaster to protect him in all of the details connected therewith, by according him fair and intelligent service; else the objects of a Bureau of Weighing are not fulfilled and its existence becomes a menace, rather than a protection and benefit to the trade. A well informed weighmaster realizes that the quality of the weights of any market determines more than all else, the quantity of grain to be handled at such market. On the other hand, a terminal weighmaster is often unjustly blamed for shortage. I refer in particular to

Shortages Caused by Leakage; especially when such leakage is stopped in transit by the railroads and all evidence of the loss thereby destroyed. I have here a letter which refers to a shortage on a car of wheat for which our Department was unjustly blamed.

Altho we were exceptionally thoro in our investigation of the matter, we were unable to find a cause for this shortage, until we succeeded in getting a friendly railroad clerk to show us the original billing. There, written across its face was this statement: "Car set out at Vandalia on account of hole in floor."

Careful Coopering Necessary: The shipper should keep in mind that, primarily, the amount which can be weighed out of a given car at destination, depends upon what he has done before the car begins to move.

During the season of the extensive movement of wheat last year, we received far more complaints on account of defective equipment than at any other time during the year. Our investigations at that time brot to our attention, very forcibly, the prime need of care in loading and coopering by the shipper, as it showed a very large percentage of the cars, arriving with wheat, were leaking. This leakage was so apparent that the Manager of the Shippers' Protective Ass'n called our attention to it.

Now to prevent the leakage referred to by Mr. Miller the best results can be secured by the judicious use of a little gunny-sacking or cheese cloth on the inside of a car, particularly in the older cars. In fact the use of cheese cloth in preparing any car for grain is a good insurance against leakage.

Evaporation: If the grain consigned is of poor quality and full of moisture no amount of care on the part of the initial and terminal weighmasters and the carriers can prevent shrinkage. Such grain, especially if it is in a heating condition, will invariably lose in weight. The shrinkage in hot corn frequently amounts to thousands of pounds on a single carload.

Theft in Transit: At all the larger terminals scores of families subsist upon the revenue derived from stealing grain from cars, a condition, let me add, that is the cause for much anxiety and annoyance to the men in charge of the weighing at these markets.

During the year 1906 the Department of Weighing of the Chicago Board of Trade arrested forty-eight persons for stealing and selling stolen grain, and successfully prosecuted forty-four of them. That our constant agitation along this line has greatly reduced the stealing of grain in the yards at Chicago, is shown by the decided decrease in the number of arrests, for in 1905 we arrested eighty-nine, securing convictions in all but eight cases; while in 1904, three years ago, there were one hundred and thirty-five arrests with convictions in one hundred and twenty-four cases.

Among our experiences in this connection we have had some intensely interesting incidents, and I will refer to one or two of them to illustrate some of the annoyances a terminal weighmaster has to endure.

The first case I will mention is one of an organized gang of hoodlums, whose plan of robbing cars, was to enter the railroad yard from the riverside by boat. The location of this yard was such that to apprehend them proved a difficult problem, and caused us much work and worry. We finally accomplished their arrest, however, by disguising our detectives as fishermen and later secured the conviction of their entire number.

When we organized our policing department we were greatly handicapped by the lack of co-operation on the part of the railroads. Now, however, these corporations, for the most part, work hand in hand with our detective bureau to the great good of all concerned. In consequence grain pilfering in the railroad yards at Chicago has been reduced to the minimum.

Advantage of Co-operation: It is obvious that many remedies have been suggested or explained in describing the various causes for shortage which we have considered. This showing, if accurate, clearly demonstrates that, in spite of all other difficulties and deficiencies, the chief remedies for the principal causes for short weights are in the hands of the initial shipper and terminal weighmaster. Hence, that we may combat successfully the shortage evil, these two forces must join hands, co-operate in their measures and work with one common aim. Failing to do this the consequent ill-feeling will go on day after day without interruption and all because of misunderstanding and the lack of proper explanation by those concerned. We go on complaining and explaining without co-operating. The result is that investigations and claims innumerable are pigeon-holed and relegated to the waste basket, resulting in irritation, contention and ill-feeling.

The Only Solution: The question may arise, in what way should a shipper co-operate with the terminal weighmaster so as best to further the cause of good weights? His field of activity lies chiefly in three directions:

FIRST: After recording the weights which he expects the terminal reports on his cars to equal, he should send to the terminal weighmaster complete information covering each car shipped, thereby enabling the weighmaster, in cases of excessive shortage, to give such cars special attention, with best chances of discovering the responsibility for same.

SECOND: He should keep in close touch with the terminal weighmaster and keep him well informed as to the amount of shrinkage he is having on his shipments. If the weights on his cars returned from one elevator are not as satisfactory as those returned from another, he should also advise the weighmaster of that fact.

THIRD: When discrepancies exist he should explain fully, to the terminal weighmaster, his methods of handling, details of weighing, kind of scale used and date and details of the last test made.

Be it remembered that one agency alone, at either end of the line, can accomplish little, but when all shall unite in watchfulness, the carrying and weighing forces becomes Argus-eyed. When shippers, carriers and weighers bound together by one common interest, shall work together, the percentage of shortage will be reduced to the minimum, and not till then.

The President then asked H. S. Grimes to report for Frank I. King for the Comite on Crop Reports.

H. S. Grimes: Thru an oversight, I have not been able to prepare a report. I will say that today, however, the reports of the Government are so much more valuable than they were five years ago that we believe they can almost entirely be relied upon. I also want to say that every man who is interested in getting the reports may secure them by telegraf at the same time they are sent out to the Associated Press by application to C. C. Clark, acting chief of the Buro of Statistics, Washington. I will make my report later and have it published in the grain journals so you can all have a copy.

The report of the Sec'y of the Uniform Grade Congress was next mentioned by the President as in order, but after some discussion it was decided upon motion that the report shud be printed by the secretary and distributed among the members. The motion carried.

President England then called for the report of the Trade Rules Comite.

E. A. Grubbs: I am not prepared to present any formal report. I think the time assigned to this subject can be profitably spent in discussing it here. Members of the comite have nothing to offer. I believe every member shud learn the trade rules and live up to them.

The chair called for the report of the Comite on Demurrage, but it was decided to dispense with the reading of same and was recommended that report be published in the grain dealers' journals.

A communication was then read by Sec'y Courcier from a New York representative. A short discussion followed and J. W. Brafford asked why New York did not print a Produce Exchange Circular so information concerning the market cud be secured by those interested without writing to New York brokers. Whereupon L. A. Morey stated that it shud have been done and he intended to see to it upon his return to New York.

New York Discounts on Off Grades.

Cincinnati, O., Oct. 3, 1907.

Mr. John F. Courcier, Sec'y.

Dear Sir: The New York delegation desires to announce that its attention has been called to a misrepresentation of the discounts that have been made on wheat for deficiencies of grading in the New York market.

In justice to the institution that we represent we beg to request that you publicly announce to the members of the Grain Dealers' National Ass'n that the following are and have been the established discounts adopted by agreement of the buyers and receivers on the New York Produce Exchange and that adjustments were made with all shippers accordingly:

Steamer No. 2 red wheat, 1c per bushel.
Steamer No. 3 red wheat, 1c per bushel.
Steamer No. 3 red wheat, 2c per bushel.
Steamer No. 4 red wheat, 2½c per bushel.
No grade red wheat, 2c per bushel.

Unmerchantable red wheat subject to conditions of market on arrival.

For the further information of the members of this Ass'n. doing business with the New York market, we wish to state that the discounts on oats in the New York market at the present time are as follows:

On No. 4 white oats 1c per bushel, unless they are of extreme light weight, when the discount is 2c.

No grade white oats the discounts run about the same as above stated.

On unmerchantable oats so inspected because of their arriving in a slightly warm, too warm condition, 3c per bushel.

On hot oats the discount is from 3c to 5c per bushel.

Standard oats in our market have sold at ½c per bushel premium over No. 3 white oats.

Yours truly,
JAMES SIMPSON, Chairman.

The Comite on Nominations then reported as follows:

REPORT OF NOMINATING COMMITTEE.

We, your Nominating Comite, beg leave to report the following nominations:

President—A. E. Reynolds, Crawfordsville, Ind.; first Vice-Pres., A. G. Tyng, Peoria, Ill.; second Vice-Pres., Jas. L. King, Philadelphia, Pa.; directors to serve two years, W. S. Washer, Kan.; D. Rothchild, Ia.; L. A. Morey, N. Y.; Chas. D. Jones, Tenn.; Buran House, Okla.

P. E. Goodrich,	Arthur Sawers.
A. C. Gale,	E. M. Wayne.
H. L. Goemann.	Dan Joseph.
H. H. Bingham.	

The Sec'y was instructed to cast a ballot for the several nominees as report-



Part of New York's Delegation at Cincinnati Meeting.

ed, including Thomas Morrisson of Indiana to fill the unexpired term of director A. E. Reynolds.

Messrs. Goodrich, Grimes and Voris were appointed a Comite of three to escort the newly elected officers to the platform. This was followed by a valedictory from retiring president England, who stated it was a pleasure as well as a satisfaction to surrender his office to one whom he had known for several years and cud personally bear witness to those personal qualities which endeared him to all.

A. E. Reynolds responded by saying that he deeply appreciated the honor which came to him entirely unsolicited, and fully believed the Ass'n had started on a new career of usefulness. He then clearly brot out the fact that the magnitude of the Ass'n cud not be doubted when such men as the Governor of Ohio, Senator J. B. Foraker, and last but not least Chairman Knapp of the Interstate Commerce Commission, cud be induced to appear before it.

Pres. Reynolds then dwelt at some length on the value of Arbitration, the necessity of Uniform Grades, at the same time unequivocally declaring himself against Government inspection of grain. He emphasized the fact there was only one measure to the success of the Ass'n and that was the amount of cash put into the hands of the people selected to manage its affairs.

Vice President Tyng then made a few well chosen remarks.

Chairman Grimes of the Comite on Resolutions then read his report. Resolutions of respect and thanks were adopted by standing vote, all others viva voce.

Report of Committee on Resolutions.

RESOLVED, that we request of the National Congress such Legislation as will require—First: That all Railroads engaged in Interstate Traffic shall provide an adequate equipment based on the annual amount of the business of such road, and distribute the same to shippers absolutely without discrimination. Second: That shall also require the movement of freight within a definite time after it is loaded, and not less than an average of fifty miles per day toward its destination.

RESOLVED: That we commend the suggestion of certain Railroads for the pooling of equipment, so that any car may be available for service on the tracks of any road, on which it may be; in other words, so that a car may be always "at home," and available for loading in any direction, or for any point, regardless of its actual ownership.

Separate Certificates of Weight and Inspection.

Be it Resolved: That this Convention recommend that all Exchanges should adopt a uniform System of Weight and Inspection Certificate, and that they be separate and apart from each other.

That no combination Certificate, of Weights and Inspection be allowed, and that where rules or customs of Exchanges or Ass'ns permit combination certificates, same should be immediately changed to provide separate and uniform blanks for each.

Resolution of Respect.

In the past year this Ass'n has been unfortunate in the loss of three of its very active members, in the persons of Theo. P. Baxter, of Kansas; D. Hunter, Hamburg, Iowa; Mr. Smith and Wm. R. Tillson, of New York.

These gentlemen were very active in Convention work; men of sterling qualities, who had the respect of all who knew them, both in their home cities, and among their wide acquaintances thruout the trade.

It is with very deep regret that we are compelled to chronicle their loss by death, and at this, our first opportunity, we extend to their bereaved families our heartfelt sympathy.

Leaky Car Reports.

WHEREAS, It is very difficult to collect claims for loss of grain in transit, from Railway Companies, unless all proper showings and notations are made as to condition of cars when inspected and unloaded.

Therefore be it Resolved by the Grain Dealers Natl Ass'n in Convention assembled, that all public markets be requested to adopt the Leaky Car report as used by Baltimore, Chicago, Toledo, Buffalo, and New Orleans Board of Trade.

That the several Boards of Trade should request the Railway Companies to have their Car Inspectors take note of the condition of all cars they may place for inspection and unloading.

That the Inspectors and Weigh Masters be particularly instructed to make such notations and keep a record, and attach a report of the same to each Inspection Certificate, on each and every car inspected or unloaded. Be it further

RESOLVED That the National Sec'y be instructed to take up this matter with every public exchange and mail their officers a copy of this Resolution.

Other resolutions were adopted, on motion, recommending that officers of the Ass'n appoint a permanent comite on Crop Reports; commending Ex-President Henry Goemann for his good work; commending Sec'y Courcier for his excellent service; thanking the management of the Sinton Hotel for their many courtesies; congratulating the directors upon selecting Cincinnati as a meeting place; appreciation of the addresses of Governor Harris, Senator Foraker and Chairman Knapp, and thanks to President England for his business-like administration; a resolution from the ladies present thanking the entertainment comite of the Cincinnati Chamber of Commerce for its efficient attention was also adopted.

A resolution recommending that the railroads be paid a "minimum amount" for every order bill of lading issued was, upon motion, emphatically tabled.

H. S. Grimes moved that a Comite be appointed by the President to attend the Uniform Bill of Lading Congress, soon to convene in Washington before the Interstate Commerce Commission. Motion was carried.

Representatives of resorts desiring the next convention then briefly presented their claims to the convention.

No further business being suggested, the President declared the meeting adjourned sine die.

Convention Notes.

After the Dutch luncheon every one—the ladies included—wanted to rent a garlic separator, but A. S. Garman was not to be found.

"This is the Dutchest Dutch luncheon I ever saw"—P. W. Pitt. After he had devoured everything in sight Mr. Pitt cud speak nothing but German.

Circulars illustrating and describing the Atlas Car-Mover were distributed by C. R. Blakely.

The birds and beasts were there at the Zoo.

Was everybody *happy*—after the Dutch Lunch?

Some of the dealers who slept in Ohio took a few "snoozes" in Kentucky.

Every dealer who rode down the Mt. Adams incline gasped and protested, "Never again could I be induced to slide down there."

One fellow who ordered a beefsteak significantly asked the waiter when he brot the bill if it included room rent.

McLeod Bros. exhibited an Automatic Scale on the Convention floor of the Sinton, and many dealers were interested in the weighing machine. A. McLeod and J H. Brown of Bloomington were salesmen and lecturers.

Henry Richardson of New York discussed the merits of the Richardson Automatic Scale with a large number of grain dealers and illustrated his selling sermons with a practical demonstration of the operation of the Scale which he exhibited on the Convention Hall floor.

The proverbial power of the musical banjo to stir the hearts of auditors was demonstrated time and again at the close of the festivities at the Zoo Dutch Inn. The climax was reached when Joe Wirth of Baltimore, almost half a century old, started the clog dance and Virginia reel, as the Genesee Trio played popular airs on their stringed instruments. Joe's the real thing.

Sad to relate—the Entertainment Com'ite which had been so thotful of every comfort and pleasure of the visitors forgot entirely the weather man, so that spiteful individual did his worst. First it was redhot and the heat brot on a heavy rain.

The Sinton Hotel is an ideal hostelry for conventions. Its two large halls on the top floor enable the dealers to keep together.

All dealers were invited to visit the Exchange Hall of the Chamber of Commerce, across the street from the Sinton and most of the dealers accepted.

On the afternoon of the first day the ladies were taken in special trolley cars about the city and landed at the Zoo in time for the luncheon. Each lady was given a box of candy and told so much about the city beautiful all wanted to move to Cincinnati immediately.

After luncheon at the Zoo the feasters sang and danced until a late hour, the club house and refreshments being free to all.

On Thursday afternoon the ladies were given a matinee party at The Walnut.

Whatever else may be said about the Dutch Luncheon provided for the dealers by the generous members of the Cincinnati Chamber of Commerce it must be noted that the caterers, in behalf of the funds provided by the entertainment comite, served an excellent meal. And they didn't serve just a little bit of this and that, but all you wanted. The Menu was a very artistic production in English and German, with appropriate illustrations.

Jno. E. Collins Jr., Chairman of the Comite to entertain the ladies, won the everlasting gratitude of the fair sex in attendance by his charming chivalry. When he wasn't taking them on a car ride to the Zoo or entertaining them at the Walnut theatre matinee he was diplomatically indulging in flattery that completely captivated them. All the ladies voted to have the convention at Cincinnati next year,—providing John E. is there.

Thomas C. Clark met five grain dealers at the Convention with whom he had been doing business for thirty years and had never seen them. It may be that when these five grain dealers saw Thomas C. they wondered how such a little man could get such big results. The probabilities are however that it only took about two minutes for the respective parties to feel as if they had "known each other for years" and rejoice that they were there. There's a moral to that simple tale.

After E. H. Culver was elected President of the National Inspectors Ass'n the meeting was adjourned to the Grill room where good health was drunk to the president, amidst the clink of glasses and the pop of corks. In that impressive little meeting where troubles were forgotten, where the invectives of unappreciative grain shippers were only faint memories; in that little assemblage upon

whom so much in the grain trade of this country depends, it is safe to say in absence of an appropriate eulogy, that at least there, there was "no slip betwixt the cup and the lip."

Souvenirs.

Daniel McCaffrey was there with ribboned stogies.

Indianapolis delegates wore that city's official badge.

The Philadelphia delegates wore Pennsylvania colors of blue and gold.

Bert A. Boyd endeavored to prove that everybody attending the Convention was drunk, with his dice card.

J. M. McCullough's Sons Co. distributed a little pocket magnifying glass of special value to seed dealers.

C. A. Foster's little stick pin in which was securely lodged a shellac covered grain of corn was very popular.

Dan Joseph who hails from "way down South in the land of cotton" reminded his friends of the fact by giving them a cotton bulb, attached to his business card.

C. A. McCotter, representing Grain Dealers Fire Insurance Co. got rid of a number of celluloid rulers, and a great quantity of copper stick pins upon which was engraved a miniature elevator on fire.

The Cincinnati Chamber of Commerce gave away a handsome little booklet entitled "Cincinnati Illustrated." It contained thirty-two splendid fotografs taken in the city.

The official badge was a Cincinnati flag as a pendant, to which was attached a large circular button upon which was inscribed, "Eleventh Annual Meeting of the Grain Dealers National Association October 2-3-1907 at Cincinnati, O."

Philip G. Hunker, representing Fred W. Kennedy of Shelbyville, Ind., wished all of the dealers good luck by presenting each with an elliptical pin upon which was the old Indian Swastika sign of good luck.

D. G. Stewart & Geidel presented a pocket note book to the dealers upon which was engraved the portrait of a beautiful woman, with long flowing golden hair, ruby lips and snowy bosom.

The note book distributed by the Standard Hay & Grain Co. among its friends and upon which was printed the fotograf of a queenly woman, in consideration of her robing, reminded one of a dairy lunch.

The corn colored badge of the Ohio Ass'n met one at every turn.

Ex-President England carried away the handsomest souvenir ever captured at a grain dealers convention. A fotograf of the cup is reproduced in this number.

Henry W. Brown & Co. distributed among friends and patrons a neat vest pocket memo book containing several pages of printed information.

The Weighing Department of the Chicago Board of Trade gave away a little booklet entitled "Cloth, an Insurance Against Leakage." The circular was well illustrated and contained a great deal of information about lining cars the dealer should know.

Grain Dealers Special.

The "Special" train run by the Big Four from Chicago to Cincinanti was exactly what the name signifies. The train was under the personal supervision of I. P. Spining, Gen'l Northern Agent for the Big Four, and he spared no expense to make the journey a comfortable one for the grain dealers.

In order that the dining car service might be efficient a waiter was provided for each table and an extra cook taken along. Eight hours is the schedule time of trains on this road from Chicago to Cincinnati, but deducting the time the train was forced to stand it beat the regular schedule 1 hour and 5 minutes, and considering the actual time consumed to make the trip the regular schedule was reduced thirty minutes. Therefore those dealers who did not take advantage of the opportunity to travel on the "special" missed a fast trip with congenial friends.

The Cincinnati Comite on Entertainment had made arrangements to meet the special with Greek fire and music. When the train pulled into the Union Depot about two hundred composed a reception Comite that with the First Regiment Armory Band gave the dealers a royal welcome. On the march to the Sinton, convention headquarters, while the band played thrilling music, dozens of red fire candles were burned along the line of march. At the hotel a short concert was given, while the delegates in the lobby got acquainted with each other.

Chief Inspectors Convene.

The annual meeting of the Chief Grain Inspectors National Ass'n was called to order Thursday morning, Oct. 3, in a private suite in the Sinton Hotel, Cincinnati, by Pres. Chas. McDonald Jr. Inspector Anderson of Buffalo was appointed temporary Sec'y of the meeting.

Inspectors Tompkins of Peoria; Nigh of Cleveland, and Greiner of Indianapolis were voted into the Ass'n.

A telegram was read by the Pres. from Ex-Pres. John O. Foering, Philadelphia, expressing regret on account of inability to be present.

After confidential discussions of subjects of particular interest to the inspectors, E. H. Culver was elected Pres. and W. P. Anderson Sec'y-Treas. for the ensuing year.

The meeting then adjourned.

Chief Grain Inspectors at the Cincinnati Meeting.



Front row beginning at left: Wm. Duffy, Philadelphia; Chas. McDonald, Jr., Baltimore.
Rear row beginning at left: V. L. Nigh, Cleveland; F. V. Tompkins, Peoria; Seth Catlin, Boston; J. W. Radford, Kansas City, Kan.; E. H. Culver, Toledo; John D. Shanahan, Dept. of Agri., Washington, D. C.; Alfred Anderson, Buffalo; S. H. Smith, Chicago.

Illinois Delegates Convene.

Pres. E. M. Wayne of the Illinois Grain Dealers Ass'n called a meeting of the delegates to the National Convention in the Sinton Hotel, Cincinnati to consider ways and means of dealing with the car shortage problem. Various remedies were suggested by those present but it remained for C. C. Miles of Peoria to augustly suggest that the best solution of the vexing question was for the railroads to furnish every shipper all the cars needed.

Directors from the state association will meet at Springfield some time this month with the Railroad and Warehouse Com'isn and the directors expect to submit to the Com'isn rules for regulating the distribution of cars which it is expected the Com'isn will adopt.

Pres. Wayne pointed out the vital fact to the delegates present that it was absolutely necessary for them to get together on a set of rules before they cud expect the Com'isn to take any action. That delegates from the local associations shud meet with the directors previous to the Springfield conference and determine upon plan to be submitted to Com'isn.

After a short discussion of the subject the meeting adjourned without any definite action being taken. Another meeting will be held in Peoria Oct. 17 to discuss the matter.

In Attendance.

From Washington, D. C.: John B. Daish and J. D. Shanahan.

From New Jersey: Hubert L. Pierson, South Orange; H. Farmer, Jersey City.

From Michigan: J. M. Coup, Saginaw; W. E. Shelden, of Stockbridge Elevator Co., Jackson.

From Virginia: McHenry Peters and J. D. Steele, Lynchburg; W. S. Upshur, Newport News.

From Saint Louis: J. A. Connor, of Connor Bros. & Co.; G. L. Graham, C. L. Wright.

From Georgia: Dan Joseph, of Dan Joseph Co., Hugh Baird and C. D. Hunt, Jr., Columbus.

From New Orleans: A. F. Leonhardt of A. F. Leonhardt & Co.

From Cleveland: Fred Abel, A. W. Clark and F. E. Watkins.

From Boston: A. S. Heathfield; Geo. F. Reed; W. E. Smith, rep. J. E. Soper & Co., J. F. Ludwig.

The Chicago Board of Trade weighing dept. was represented by H. A. Foss, A. E. Schuyler and J. A. Schmitz and the Baltimore weighing dept. by Jos. H. Warren.

From Kentucky: A. Brandeis, Louisville; W. O. Carrick, Georgetown; W. L. Martin, Covington; Harry H. Bingham, Louisville, W. B. Talbert, Lexington.

From Peoria: C. C. Miles of P. B. & C. C. Miles; A. G. Tyng, of Tyng, Hall & Co.

From Indianapolis: E. W. Bassett of The Bassett Grain Co.; Bert A. Boyd; Sec'y J. M. Brafford; John L. Green; J. T. Gehring; W. H. Howard; J. C. Jordan and F. M. Montgomery, rep. Jordan & Montgomery; H. E. Kinney, W. J. Riley, T. A. White.

From Pittsburg: C. A. Foster, Wm. N. Gordon; J. A. A. Geidel: H. G. Morgan; Wm. A. McCaffrey, of Daniel McCaffrey's Sons Co.; Ben Martin; R. A. Sheets, rep. R. S. McCague.

The Buffalo Cereal Co., Buffalo, N. Y., was represented by M. Purcell. Harrisburg Feed & Grain Co., Harrisburg, Pa., by James W. Barker.

A few stray ones: William Kroger, Ashville, N. C.; P. C. Kamm, Milwaukee, Wis.; L. G. Payne, Galliton, Tenn.; W. S. Washer, Atchison, Kans.

From Philadelphia: M. F. Baringer; W. P. Brazer; Edmund E. Delp, of Edmund E. Delp & Co.; J. L. King; E. H. Price; Col. E. L. Rogers, of E. L. Rogers & Co.; E. M. Richardson, of Richardson Bros.

From New York: L. W. Forbell, of Forbell & Kipp; Wm. Foulks; S. J. Hill, Jr.; Otto Keusch; L. A. Morey, of Jones & Morey Co.; Charles C. Ramey; W. F. Rubins; James Simpson.

Machinery and supply men in attendance were: F. O. Baldwin, rep. Durable Wire Rope Co., Chicago; B. D. Heck, of The Philip Smith Mfg. Co., Sidney, O.; Philip G. Hunker, Jr., rep. Fred W. Kennedy, Shelbyville, Ind.; William H. Kaiser, of Weller Mfg. Co., Chicago, Ill.; J. H. Brown and Angus McLeod, of McLeod Bros., Bloomington, Ill.; Henry Richardson and Willard B. Smith, rep. Richardson Scale Co., New York City; G. T. Burrell, of Burrell Eng. & Con. Co., Chicago; A. S. Gorman, rep. Huntley Mfg. Co., Silver Creek, N. Y.; C. R. Blakely, rep. Appleton Car Mover Co., Appleton, Wis.

Insurance men in attendance were President H. N. Knight, Treas. J. W. Sale and Sec'y C. A. McCotter, of The Grain Dealers' National Mutual Fire Ins. Co.; J. T. Caldwell, Gen'l Agt. and Henry Stanbery, Inspector for the Millers' National Ins. Co.; A. R. McKinney, of the Millers' Mutual Fire of Ill.

From Chicago: Fred Austin; W. P. Anderson, of W. P. Anderson & Co.; Ed Andrew; W. C. Ervin; C. C. Hogan, rep. Armour Grain Co.; La Verne A. Lewellyn, of Merchants Grain Co.; H. H. Newell, rep. Rogers Grain Co.; Oscar C. white, of Philip H. Schiffiin & Co.; E. S. Rosenbaum; Arthur R. Sawers; Harry G. Smith, rep. Arthur R. Sawers; Geo. F. Stone; J. J. Stream, of J. C. Shaffer & Co.; William E. White; Harvey S. Williams; G. A. White.

From Toledo: Harry Cuddeback, of the Cuddeback Grain Co.; W. W. Cummings and W. P. Hadnett, rep. the J. J. Coon Grain Co.; A. Guitteau, rep. W. H. Morehouse & Co.; H. L. Goemann; Kent D. Keilholtz; H. R. DeVore; C. Knox, rep. Reynolds Bros.; Fred Mayer, of J. F. Zahm & Co.; F. W. Rundell, of W. A. Rundell & Co.; J. W. Young and John Smith.

From Baltimore: J. A. Clark; H. E. Elgert, rep. J. A. Manger & Co.; John M. Dennis and D. Yulee Huyett, of Louis Muller Co.; Charles England and Jas. T. Clendenin, of Chas. England & Co.; Oscar M. Gibson; J. B. Wm. Hax, of G. A. Hax & Co.; G. S. Jackson; Walter Kirwan; F. Megenhardt; P. W. Pitt, rep. Pitt Bros. Co.; William Rodgers, rep. Thos. Johnston Co.; Wm. Leroy Snyder, rep. Hammond, Snyder & Co.; J. Wirth, supt. Pa. Term. Eltr.; Jas. H. Warren, Chief Weigher.

Chief Grain Inspectors present: A. Anderson, Buffalo; E. H. Culver, Toledo; Seth Catlin, Boston; Homer Chisman, Cincinnati; W. J. Duffy, Philadelphia; John Dower, St. Louis; Wm. Greiner, Indianapolis; Alden M. Johnson, Chicago; C. McDonald, Jr., Baltimore; V. L. Nigh, Cleveland; J. W. Radford, Kansas City, Kan.; S. H. Smith, Chicago; F. V. Tompkins, Peoria.

Among the ladies in attendance were: Mesdames Fred Abel, Cleveland; J. M. Brafford and B. A. Boyd of Indianapolis; C O. Barnthouse, Agosta, O.; C. F. Barnthouse, Upper Sandusky; R. F. Cummings, Clifton, Ill.; M. F. Chrisman, Manchester, O.; C. G. Egly and daughter, Berne, Ind.; J. L. Green, Indianapolis; Miss Hanson, Villa Grove, Ill.; H. N. Knight, Monticello, Ill.; H. E. Kinney and daughter, Indianapolis; Harry Kress, Piqua, O.; P. C. Kamm, Milwaukee; G. H. Lewis, Lawrenceburg, Ind.; T. Morrison, Kokomo, Ind.; C. A. McCotter, Indianapolis; E. J. Norton, Greenfield, O.; C. S. Pierce, Union City, Ind.; C. D. Roberts, Manchester, O.; S. W. Strong, Pontiac, Ill.; W. E. Sheldon, Jackson, Mich.; W. A. Vayhinger, Osgood, Ind.; A. M. Wellington, Anderson, Ind.; H. S. Grimes and Mrs. Taylor, Portsmouth, Ohio.

From Illinois: R. C. Baldwin, Bloomington; Jas. L. Bush, Tuscola; H. I. Baldwin, Decatur; A. L. Blythe, Gays; J. E. Collins, Garrett; R. F. Cummings, Clifton; G. Hannah, Kankakee; T. E. Hanson, Villa Grove; H. L. Kaga, Carmargo; L. J. Kaiser, Newman; A. V. S. Lloyd, Bloomington; G. E. Lewis, Bloomington; D. L. Moberley, Windsor; C. R. Mitchell, Ashmore; C. L. McMasters, Tuscola; J. A. Parks, Sheldon; J. C. Roe Hays; Sec'y S. W. Strong, Pontiac; L. Shulhafer, Champaign; John Sipp, Burbon; F. D. Voris, Neoga; J. P. Woolford, Galton; B. S. Williams, Sheffield; E. M. Wayne, Delavan.

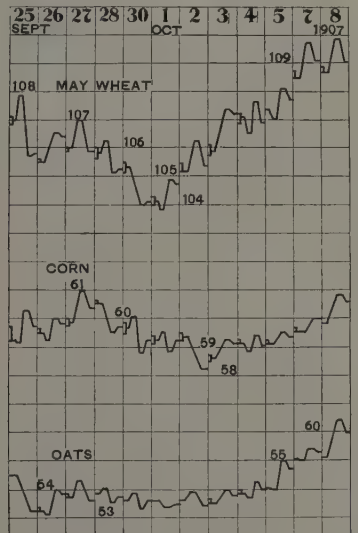
From Indiana: W. H. Aiman, Pendleton; J. J. Anderson, Carthage; J. C. Batchelor, Sharpsville; C. E. Bash, Huntington; S. D. Bailey, Wanatah; C. M. Barlow, Kokomo; E. W. Ball, Rushville; E. C. Brown, Rushville; Chas. J. Buchele, Bluffton, F. J. Baird, Advance; J. A. Bassett, Sharpsville; A. Boling, Adams; W. F. Cook, La Crosse; M. L. Conley, Frankfort; C. G. Clark, Rushville; E. E. Eliiott, Muncie; C. G. Egly, Berne; W. B. Foresman, Lafayette; E. A. Feight, Frankton; A. F. Files, Muncie; Fred B. Fox, Tipton; P. E. Goodrich, Winchester; J. F. Good, Warren; O. C. Gordon and J. N. Gordon, Sumitsville; W. A. Goings, Richmond; H. S. Gardner, Kitchell; Aaron Gardner, Cottage Grove; F. H. Hagenbauch, Sulphur Spring; J. S. Hazelrigg, Cambridge City; W. C. Hart, Kitchell; Robt. Hutchinson and Elmer Hutchinson, Arlington; C. Jackson, Falmouth; C. Loughry, Monticello; G. H. Lewis, Lawrenceburg; T. J. Lewis, Roann; Tom Morrison, Kokomo; J. A. Mouch, Mooreland; S. A. Miller, Mulberry; H. Murray, Goodland; M. C. Neiser, Monroeville; C. E. Nichols, Lowell; C. L. Northlane, Union City; Wm. Nading, Shelbyville; C. S. Patten, Morristown; C. S. Pierce, Union City; A. E. Reynolds, Crawfordsville; T. O. Stanley, Lyons Station; E. K. Sowash, Middletown; Wm. Simonds, Kentland; J. W. Sale, Bluffton; J. L. Schalk, Anderson; C. F. Seward, Galveston; J. H. Stewart, Marion; J. H. Stewart, Manson; W. E. Singer, Monroeville; O. J. Thompson, Kokomo; T. N. Tender, Falmouth; W. A. Vayhinger, Osgood; A. C. Wellington, Anderson; E. M. Wasmuth, Roanoke; Geo. C. Wood, Windfall; A. P. Watkins, Lincoln.

From Ohio: C. N. Adlard, Piqua; H. M. Allen, Troy; A. B. Beverstock, Lexington; Alen Beatley, Kings Creek; H. O. Barnthouse, Raymond; G. Y. Banks, Columbus; C. F. Barnthouse, Upper Sandusky; R. R. Bales, Circleville; C. O. Barnthouse, Agosta; S. B. Buckley, Wilmington; John W. Burk, Springfield; A. E. Clutter, Lima; J. H. Conger, Eaton; L. L. Cass, Weston; M. F. Chrisman, Manchester; R. S. Calvert, Selma; O. J. Chamberlain, Mingo; J. W. Channell,

Melvin; E. A. Custenborder, Sidney; H. A. Dillon, N. Lewisburg; J. L. Doering, Antwerp; J. S. Dewey, Blanchester; F. O. Diver, Middletown; W. A. Dull, Willshire; C. H. Ervin, Xenia; Mr. Ervin, Jamestown; E. C. Eikenberry, Camden; C. E. Groce, Circleville; H. S. Grimes, Portsmouth; E. A. Grubbs, Greenville; E. Gilfillan, Castine; P. S. Harsha, Portsmouth; J. S. Harshman, Springfield; F. P. Hastings, Cedarville; H. S. Heffner, Circleville; W. Hardman, Cable; C. B. Jenkins, Marion; John M. Jones, Bloominburg; B. F. Kyle, Kyle; E. G. Koehl, Reading; Harry Kress, Piqua; W. C. Long, Convoy; John E. Leas, West Manchester; M. H. Long, Lima; C. E. Lloyd, Washington C. H.; C. H. Little, Xenia; J. W. McCord, Columbus; M. W. Miller, Piqua; T. B. Marshall, Kirkwood; J. H. Musselman, Eaton; A. G. McDill, College Corners; C. M. Myers, Lockbourne; E. C. Marshall, Dixon; A. L. Nelson, Montpelier; E. J. Norton, Greenfield; F. H. Owen, Marion; J. E. Pierson, Condit; W. T. Palmer, Celina; Chas. T. Pierce, Van Wert; C. W. Pontius, Lewisburg; I. M. Petersime, Gettysburg, G. N. Perrill, Xenia; W. H. Riddle, Sedalia; C. Rhonemus, Riceville; O. T. Roselle, Troy; A. E. Royce, Bowling Green; S. L. Rice, Metamora; Geo. C. Smith, Morrow; Geo. E. Stephenson, Rosewood; R. Smith, Sidney; M. A. Silver, W. Jefferson; E. W. Seeds, Columbus; J. W. Simmons, Pemberton; J. Y. Stimmel, Payne; Lawrence Schunck, Celina; J. E. Shellabarger, Collinsville; W. E. Tuttle, Springfield; J. L. Stemple, Ada; J. Wolcott, Conover; Aaron Wright, Pittsburg; Kirby White, Harrod; J. C. Wells, Sidney; G. O. Weimer, Rosewood; J. B. Van Wagoner, London; F. Zartman, Xenia.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Oct. 9 are given on the chart herewith.



For good oats, rye or wheat straw, baled, the American Strawboard Co., Lockport, Ill., pays $4.50 per ton delivered.

Seeds

The Winona Seed Co., Winona, Minn., is erecting an eltr.

Seed crop practically nothing around here this season.—The Bourbon Milling & Elevator Co., Bourbon, Ind.

Timothy is good and averages about 10 bus. per acre.—W. T. Simons, mgr. G. W. Van Dusen & Co., Marshall, Minn.

The Funk Bros. Seed Co., Bloomington, Ill., has bot the Apex carriage factory and will convert it into a seed warehouse.

The condition of clover seed in Michigan is 66 per cent of an average.—Geo. A. Prescott, secy. of State, Lansing, Mich.

The high prices of red clover seed made at Toledo Oct. 8 are: October, $10.90; Dec., $10.05; and March the same. October alsike sold at $10.80.

It is reported that a worm is doing considerable damage to the alfalfa fields in Kansas. The worms strip the alfalfa plants entirely, leaving only the stalks standing.

The Springfield Seed Co., Springfield, Mo., will increase its capital stock to $100,000. The company is now working on plans for a new eltr. with a capacity of 100 carloads.

Clover threshing has begun. Big English is turning out fairly well; but little red is supposed to be short both in yield and acreage.—J. W. Victor, with Nading Mill & Grain Co., St. Paul, Ind.

C. O. Christenson asks how timothy seed is stored in elevators, whether in sacks or bins. Will experienced readers of the Journal please state what they consider the best method, for publication in this column?

C. D. Brown and R. W. Tyree, proprietors of the Brown Seed Co., Sedalia, Mo., have given notice of the dissolution of this partnership. C. D. Brown will retire and R. W. Tyree will continue the business under the old firm name of "Brown Seed Co."

Columbia, Mo.—The acreage of clover seed threshed in Missouri this year was 105 per cent of last year's area, and the yield was 1.8 bus. per acre. The acreage of timothy seed threshed was 89 per cent of last year's, and the average yield per acre 3.8 bus.—Geo. B. Ellis, secy. State Board of Agri.

If O. J. B. who writes in this column of the Grain Dealers Journal Sept. 10 wud install a first class air suction seed cleaner, he wud find no tailings of good quality clover seed to be mixed with dirty seed of an inferior quality and sold as low grade seed. It is just here where the high grade seed machine saves its cost.—S. M. F.

By the death of John E. Olson Sept. 27 the seed trade has lost one of its hardest workers and the Illinois Seed Co. a most efficient employe. Mr. Olson's death at the age of 31 and in the prime of life was totally unexpected and came as a great shock to his friends on the floor of the Board of Trade. He died at the Presbyterian hospital after an operation for appendicitis. Mr. Olson began in the seed trade with the Illinois Seed Co. many years ago, and by his energy and ability came to be the most trusted and valued assistant of Pres. Geo. S. Green, who feels his loss keenly as a personal friend. During Mr. Green's absences from Chicago Mr. Olson had entire charge of the business of the Illinois Seed Co. He leaves a wife and 4-year old boy. The remains were interred at Mt. Olive cemetery.

The Carpenter Seed Co. has been incorporated with a capital stock of $20,000. The company will do a general wholesale and retail seed business with the principal place of business at Provo City, Utah. The incorporators are G. J. Carpenter, Wealthy Graham, Addie Carpenter, Maude Hopson and Albert Hopson.

Judge A. E. Chamberlain, Supt. of the South Dakota farmers' institute board, estimates that the corn growers of So. Dak. have this year paid the sum of $2,625,000 as a penalty for planting poor seed corn. In nearly every case where care was taken and where seed was tested the producers got good crops of corn. In other cases where the farmers were "too busy" to attend to the matter of testing their seed corn before planting, the corn crop is light.

London, Eng.—The demand for seeds for present sowing is small, dealers do not seem inclined to stock but order from hand to mouth. There is no change in the value of trifolium, mustard, or rape. Italian rye grass is dearer, trefoil also is firmer and meets with a steady demand. Alsike has had a smart rise in Canada. White clover is very steady, the few samples of new crop denote rather poor quality. Red clover is firm with a very small supply offering, Chilian reds meet with a good demand at hardening figures. —W. H. & H. LeMay.

Imports of clover seed during July were 1,327,229 lbs.; against 191,488 lbs. during July, 1906. Exports of grass seed during the 7 months prior to Aug. 1 were 1,521,467 lbs. of clover seed, 12,407,531 lbs. of timothy seed, other grass seed valued at $139,242 and no flaxseed; compared with 1,142,631 lbs. of clover seed, 8,164,415 lbs. of timothy seed, other grass seed valued at $96.896 and no flaxseed, during the corresponding 7 months of 1905-06, as reported by O. P. Austin, chief of the Buro of Statistics.

Congressman Carey of Wisconsin is sending out 20,000 letters to his constituents in the fourth district (at his own expense) asking them if they desire to be included in the seed distribution commencing Nov. 1st. Mr. Carey will devote part of his time when congress convenes to try to ascertain whether some needed reform can not be made in the method of seed distribution so that seeds will be given only to such as will promise to make use of them in conformity with the design of the act authorizing such distribution.

Prices of clover seed now are at the top of the season and the highest in late years. Demand is speculative, mostly from shorts. Bears are timid, as most of them got in the game too early. Wet weather has delayed movement, but receipts here this week have been as large as year ago. Some October shorts will ship in, but the leading long is still stubborn. Europe has had better weather recently, but they expect only moderate crop. Present prices will restrict the demand some. A little will be secured from this spring's seeding. Prospect for next crop is very favorable.—C. A. King & Co.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Reaves Grain Co. has been elected recently to the Board of Trade, and has opened offices. The new firm is composed of Gossell & Reaves, E. T. Reaves and W. L. Reaves.

CALIFORNIA.

San Bernardino, Cal.—The Globe Milling Co., of Colton, bot thru its manager, E. J. Eisenmeyer, the San Bernardino Roller Flour Mills and 50,000 sacks of grain. The consideration was $75,000.

San Francisco, Cal.—The harbor commissioners have decided to permit grain to remain 3 days in warehouse without wharfage charges. Sacks, however, may not be placed on the edge of the wharf near the water, for this would obstruct the stevedores engaged in loading or unloading vessels. Grain must be carried to the warehouse at once, and wharfage charges will not begin to run until three days have elapsed since the stacking of the grain. The rule regarding switching charges has been revised, and in future there will be a charge of $2.50 on every loaded car either to or from the private tracks, but for switching empty cars in either direction no charge will be made.

CANADA.

Calgary, Alta.—The Pacific Grain Co. has opened an eltr.

Alameda, Sask.—The Alameda Farmers Eltr. has been completed.

Pilot Mound, Man.—A. W. Johnston will buy grain for the International Eltr. Co.

Hamiota, Man.—Basil Stewart will take charge of the eltr. of the Imperial Eltr. Co.

Toronto, Ont.—One-bu. samples of the various grades of grain are being prepared by F. G. Morley, secy. of the Board of Trade.

Toronto, Can.—P. McIntosh & Son Co. has made contract with Richardson Scale Co. for an automatic scale to be installed in its eltr.

Winnipeg, Man.—G. W. Lawson, formerly traveling auditor, has been appointed grain agent for the Canadian Pacific Ry. at this city.

Battleford, Sask.—The Battleford Milling Co., incorporated. H. C. Adams, pres.; F. G. Atkinson, secy and treas. The company will erect an eltr.

Indian Head, Sask.—E. A. Partridge, ex-pres. of the Grain Growers Grain Co., was seriously injured on his farm recently, so that his foot had to be amputated.

Fort William, Ont.—The Lake of the Woods Milling Co. recently shipped back from this city to Keewatin 250,000 bus. of wheat bot in Sept. at lower prices, even considering the additional freight paid.

Goderich, Ont.—With the opening of the western branch of the Canadian Pacific Ry. to this place last month it is believed that a large volume of grain will pass thru the eltr. of the Goderich Eltr. & Transit Co.

Winnipeg, Man.—It has been impossible for maltsters to buy barley at this city on sample, as by the time the samples can be examined the cars are on the way to Fort William. By making Winnipeg an order point for barley it is planned to hold the cars over until samples can be examined.

Winnipeg, Man.—E. C. Warner, F. G. Piper, F. E. Kenaston and Walter Douglas, of Minneapolis, and W. H. McWilliams of this place, have bot the interests of John Love and C. R. Tryon in the Winnipeg Eltr. Co. These parties are interested in the Canadian Eltr. Co. Mr. McWilliams, who is manager of the latter company, will also hold the same position with this company. The capital of the company is $375.000 and it owns over 60 interior eltrs. The capital of the Canadian Eltr. Co. is $500.000.

WINNIPEG LETTER.

Lacombe, Alta.—The Alberta Pacific Eltr. Co. has erected a 60,000-bu. eltr. here.

Didsbury, Alta.—C. Hiebert, member of parliament, is erecting an eltr. It is the fourth eltr. here.

Edmonton, Alta.—The Canadian Society of Equity has abandoned the idea of erecting 12 eltrs. in Alberta province owing to the scarcity of money and will only build 3.

The first car of flaxseed to be delivered out of the crop of 1907 was received here during the week. It was consigned by D. McLean, of Moose Jaw, to Thompson, Sons & Co., and was bot for the Dominion Linseed Oil Co. It was graded No. 1 northwestern.

Another effort is being made by Winnipeg grain dealers to take from Fort William all handling of the grain that is now forwarded thru agents at that port. A movement is now being put thru to get the private eltr. companies to have all their business transacted in Winnipeg. This would mean the practical abolition of the grain agents, and all office staffs and the immediate transfer of all the banking from Fort William to Winnipeg.—C.

CHICAGO.

R. D. Myers & Sons, dealers in grain and feed, recently suffered $3,500 loss by fire.

Large quantities of cash barley were sold on 'Change the past week above $ per bu. Large trades also have been made in sales to arrive.

Jack Perry, settling clerk for Finley Barrell & Co., was run over by a train at La Grange, Ill., Oct. 1, and killed.

The Corn Products Co. has bot an automatic scale of the Richardson Scale Co., to weigh 100 to 110 lbs. per discharge.

The directors of the Board of Trade have postponed the discussion of proposed changes in the system of clearing trades.

J. R. Vincent, formerly with the American Corn Milling Co., whose plant was burned, will be Chicago manager for Suffern, Hunt & Co., of Decatur.

The continued illness of Morris L. Hallowell, secy. and mgr. of the St. Anthony Commission Co., has resulted in the closing of its office in the Postal bldg.

Corn for the September delivery covered an erratic range on the last day of trading, between 63½c and 59½c. From the high point the market broke 4 cents and then fully recovered.

Chas. Waite and Robt. H. Thorburn have been reinstated to membership in the Board of Trade, thus having their suspension of 1902 wiped out. Mr. Waite has since posted his membership for transfer.

W. L. Bear & Co., of Philadelphia, have leased a private wire for grain exclusively between that city and Chicago. The eastern end is to be handled by Thos. Wickham, formerly of the Beach-Wickham Grain Co.

William W. Watkins died Oct. 4, at his residence. He was an active member of the Board of Trade for nearly 35 years, and prominent in the grain business. He was a member of the firm of Watkins & Vincent. He is survived by his wife.

The trustees of the sanitary district voted Oct. 2 to purchase the City and Iowa Eltrs. for $850,000, for the widening of the Chicago River. The properties had been appraised by the Macdonald Engineering Co. at $542,143 for the buildings.

The judgment creditors of the Chicago Railway Terminal Eltr. Co. on Oct. 5 petitioned the court to appoint a receiver. Besides the Iowa and City Eltrs. recently bot by the sanitary district, the company's trustee, John S. Goodwin, has the Union Eltr. to dispose of.

The Chicago & Northwest Granaries Co. has arranged that its managers, Van Dusen and Harrington, shall acquire all the shares of the American companies held by the company for £114.000. Deducting liabilities amounting to £86,000, there remains £28,000 to be paid in installments up to 1913.

Construction of the immense new plant of the Corn Products Refining Co. at Summit, Ill., is to begin immediately. The plant will include about 30 buildings, will consume 40,000 bus. of corn daily and cost $3,000,000 to $5,000.000. The power will be electricity generated by the drainage canal flow.

Pres. Sager on Oct. 5 appointed the following committee on the incorporation of an insurance clause in the rules of the Board of Trade, as desired by the Board of Trade Mutual Benefit Ass'n: W. S. Jackson and James Fernald, representing the members of the ass'n, and James Bennett, James Bradley, and James A. Bunnell, representing the directors.

September oats jumped a cent the last day of trading in that option. At the advance shorts bot of Bartlett, Frazier & Carrington sufficient to fill their contracts at the price of May. Later in the day the price dropped back a cent. Country shippers who were unable to buy sufficient contract oats at their stations to fill sales made earlier in the season have suffered great loss by the continued advance in the September option.

Application for transfer of membership has been made by Joseph Newburger, Charles James Searles, the estate of Augustus S. Gorham, the estate of Arthur B. Jacquith, Patrick Delaney, James R. Vincent, G. St. John Kneller, George Flood, George S. Harold. Application

for membership in the Board of Trade has been made by Cliff P. Chamberlin, Robert S. Matheson, James Edward Caines, John P. Van Schaak, Allison J. Cope, Sigel J. Crafts, James M. Waite. Members of the Board of Trade recently admitted are Joseph G. Coleman, Jr., George A. Haskell, Walter B. Atkins, Giles A. Eddy, of Paxton, Ill., James A. Begg.

At the annual meeting of the Board of Trade Mutual Benefit Ass'n it was reported that 11 assessments had been made the past year. The Ass'n had paid out to the date of the meeting, Sept. 28, $468,337 in benefits, an average of $2,754 to each payment. In view of the lack of interest in the Ass'n resolutions were adopted at the meeting asking the directors of the Board of Trade to make it a part of the rules of the Board, that the lives of members be insured in the Ass'n. The Board was also asked to give the Ass'n a more desirable room for its office. The Ass'n re-elected the executive committee composed of J. W. Fernald, Geo. F. Stone, Frank Marshall, C. L. Dougherty and R. S. Lyon.

"Twenty two years in the Chicago Grain Trade" is the title of a circular Gardiner B. Van Ness has been sending out to his friends and prospective customers. September 30th marked the close of his twenty-two years' experience in the grain business and Mr. Van Ness was justly proud of it. He believes that the years he has devoted to the grain trade and the large circle of friends he has made in that time necessarily gives him soundness of judgment which is valuable to the country shipper. A man who makes a success of any business, after twenty-two years of effort may be deemed sufficiently experienced to be trusted. Because Mr. Van Ness "knows the ropes" and is not afraid to say so is the reason his business prospers.

COLORADO.

Kersey, Colo.—The Colorado Milling Co. has an automatic scale furnished for its mill by the Richardson Scale Co.

Colorado Springs, Colo.—The R. A. Robinson Grain Co. will have an automatic sacking scale placed in its eltr. by the Richardson Scale Co.

IDAHO.

Nampa, Ida.—Thos. Scott, formerly of St. Anthony, has leased a site and will erect a mill, to be completed in 60 days.

ILLINOIS.

Gillum, Ill.—Frank Supple has let the contract to have his eltr. remodeled.

Ratatee, Ill.—C. F. Hurburgh & Co. have succeeded Hurburgh & Adams.

Rochelle, Ill.—A. Forrest has bot an automatic scale of the Richardson Scale Co.

Crossville, Ill.—G. P. Bowman & Son of Grayville are building an eltr. at this place.

Wyoming, Ill.—P. B. Colwell & Co. have succeeded Frank Hall & Co.—P. B. Colwell.

Arthur, Ill.—J. E. Collins of Garrett, Ill., has bot and taken charge of the C. & E. I. Eltr. owned by Mr. Bogg.

Mackinaw, Ill.—The Farmers Grain & Stock Co. has bot the eltr. and coal sheds of Jacob Puterbaugh, for $5,225.

Athens, Ill.—Fred Zimmerman, of St. Louis will succeed W. B. Ayers as manager of the eltr. of the Farmers Eltr. Co.

Peoria, Ill.—Two of the railroad eltrs. here are being worked 22 hours per day to handle the great volume of grain being received.

Springfield, Ill.—Crop reporters of the state board of agri. met here Oct. 1 to form an organization of all the reporters in the state.

Blandinsville, Ill.—W. C. Carroll has sold his eltr. for $5,000 cash and will spend the winter in California.—J. D. McClean of DeKalb.

Streator, Ill.—W. H. Patrick has been succeeded as agent at Cardiff by M. R. Walsh, but is still with the Illinois Granaries Co. here.

Litchfield, Ill.—C. B. Munday & Co. have bot of the Richardson Scale Co. an automatic scale to weigh 1,000 bus. of grain per hour.

Champaign, Ill.—C. A. Dickey of Assumption, has traded a farm in Assumption for the eltr. at this place of G. H. Spannagel of Nokomis.

Milford, Ill.—The Herron-Patterson Co. is building an eltr. at Darrough, a new town northeast of this place on the John R. Walsh road.

Bethany, Ill.—The Bethany Grain Co., incorporated, capital stock $10,000; incorporators, J. H. Crowder, R. G. McReynolds and J. B. Younger.

Fairfield, Ill.—Farmers are complaining that the wheat weevil is destroying wheat stored in bins. In some instances the wheat is completely ruined.

Hampshire, Ill.—I am out of the grain business entirely. While in the grain trade I always found the Grain Dealers Journal interesting.—P. E. Granger.

Tuscola, Ill.—C. L. McMasters has been remodeling his eltr., has installed a Richardson Automatic Scale and otherwise prepared for the fall corn crop.

Ottawa, Ill.—Robt. J. Reid, formerly in the grain business here, is now calling on the grain dealers of this section in the interest of Wright, Maltby & Co., of Chicago.

Edinburg, Ill.—Oscar Rink will succeed S. M. McClintic as manager of the eltr. of the Farmers Eltr. Co. Mr. McClintic will move to North Dakota where he will farm.

New Berlin, Ill.—The Farmers Grain Co., incorporated, capital stock, $70,000; incorporators, R. E. Maxwell, W. W. Foutch, J. T. Dunlap, T. J. Leahy and J. T. Burns.

Farmer City, Ill.—The Rogers Grain Co. recovered judgment Oct. 1 for $57 on a contract to deliver 800 bus. of corn, made by Geo. T. Crum, who afterward sold the corn to other dealers.

Fulton, Ill.—Six carloads of barley were received at the eltr. of E. A. Brown Oct. 4, to be cleaned for the eastern market. This is the first large shipment received this season. It consisted of 6,000 bus.

Peoria, Ill.—The Board of Directors of the Illinois Grain Dealers Ass'n will meet here Oct. 17 at 1:30 p. m., to discuss the distribution of cars. A delegation of three will be invited from each local ass'n in the state. All members will be welcome.

Lincoln, Ill.—A. J. Diffenderfer who had charge of the business of the Lincoln Grain Co. at this place a few years ago and moved to Chicago, has moved his family here and will take charge of the company's business at this place, Lawndale and Broadwell.

Spires, Ill.—The Spires Eltr. Co. will increase its capital stock from $8,000 to $13,000 and will use the extra $5,000 to enlarge its eltr. from 28x40 ft. to 44x40 ft. The addition will be in a form of a bin 16 ft. wide and 40 ft. long on the side of the present building.

Springfield, Ill.—It is said Governor Deneen will recommend the election of the members of the state board of agriculture instead of their selection by the county fair ass'ns, as at present. Secy. W. C. Garrard is in such ill health that he cannot perform the duties of his position.

Bloomington, Ill.—J. E. Hawthorne, against whom heavy judgments were filed as stated in this column Sept. 25, on Sept. 27 filed a petition in bankruptcy. Liabilities, $83,316; assets, $80,675. Among the heavy creditors are three banks, J. W. Arnold & Co., of Colfax, $24,750, and T. E. Wells & Co., of Chicago, $9,000.

Waukegan, Ill.—The Corn Products Refining Co. has purchased a large Hess Drier for its new plant. This drier will be used exclusively in drying soft corn, and will have a daily capacity of 30,000 to 40,000 bus. The drier building is being erected, and it is expected that the machine will be put into use during December or January.

Dalton City, Ill.—The Smith-Hippen Co. is erecting a 25,000-bu. corn dump in connection with its eltr. C. A. Hight & Co. are building a 50,000-bu. corn dump and equipping it with the latest machinery. The corn will be shelled and cleaned in the building and weighed into the cars. It is to be arranged to load the cobs into the cars.—Dalton City Grain Co.

Clinton, Ill.—The first of several suits to be brot by the Rogers Grain Co. to compel farmers to deliver grain sold or pay the difference has been heard here before Justice Donahue. Plaintiff got judgment Oct. 3 against the grower, W. C. Parrett, for the full amount, $55, on the testimony of two boys who had heard him promise over the telefone to deliver 500 bus. of oats at the price named.

Birdsbridge Sta., (no p. o.) Ill.—Cracksmen blew open the inner door of the safe in the eltr. here, operated by M. Truby & Sons of Joliet, recently, and carried the inner cash box to the railroad track, where they smashed the small door, only to find the box empty. This is the third safe blowing the company has experienced. On Oct. 4, certified checks for $300 were stolen from the offices of M. Truby & Sons at Joliet.

Lilly, Ill.—For the destruction of the eltr. of the Bacon estate by fire from a locomotive engine on Apr. 19, 1905, a jury at Pekin, Sept. 21, gave Mrs. Emily Bacon judgment for $2,250 against the Peoria & Eastern Ry. Co. Plaintiff showed that just before the fire a passenger train passed thru. the engine emitting a volume of sparks. The defendant alleged that the eltr. was old and dilapidated. The railroad company will ask a new trial or appeal.

Bloomington, Ill.—The Rogers Grain Co. is defendant in a suit brot by Henry Zimmerman to recover on a contract for the purchase of corn. Zimmerman agreed to deliver the corn in June and later got an extension to September; but the quality of the grain was not up to contract and the company cut him 2 cents per bu. and he took the remainder

of his corn to another eltr. and sold it at an advance of 10 cents per bu. The company states that his failure to deliver the grain has caused it a loss, and it does not owe more than one-half the amount claimed.

Peoria, Ill.—Peoria received during September 136,000 bus. of wheat, 1,976,600 bus. of corn; 1,935,000 bus. of oats; 69,000 bus. of rye; 234,000 bus. of barley; 2,250 tons of feed and 2,275 tons of hay; compared with 94,800 bus. of wheat; 1,537,800 bus. of corn; 1,103,700 bus. of oats; 26,100 bus. of rye; 241,000 bus. of barley; 1,049 tons of millfeed and 3,760 tons of hay during September last year. The shipments for September have been 152,000 bus. of wheat; 1,435,600 bus. of corn; 1,636,000 bus. of oats; 6,000 bus. of rye; 56,000 bus. of barley; 4,000 tons of feed, and 250 tons of hay; compared with 88,200 bus. of wheat; 923,000 bus. of corn; 1,021,800 bus. of oats; 5,400 bus. of rye; 52,900 bus. of barley, 4,131 tons of feed and 410 tons of hay for the corresponding month of last year. as reported by John R. Lofgren, secy. of the Peoria Board of Trade.

INDIANA.

Goldsmith, Ind.—G. G. Davis will overhaul and remodel his eltr.

Germantown, Ind.—J. S. Hazelrigg has lately installed a 40-h. p. gasoline engine in his eltr.

Montpelier, Ind.—A. L. Nelson has lately substituted electric for steam power in his eltr.

Plymouth, Ind.—The Plymouth Grain Co., H. A. Shambaugh, treas. and mgr., has succeeded F. E. Garn.

Rockport, Ind.—Walter Jones died at Gentryville, Sept. 23, of stomach trouble. He leaves a wife and boy.

New Harmony, Ind—Capt. Frank Fitton of Mt. Vernon, is erecting an eltr. with a capacity of 20,000 bu.

North Manchester, Ind.—J. H. Mort, formerly in the hay business, has built an eltr. on the Big 4, and embarked in the grain business.

Kitchel, Ind.—W. C. Hart has sold his interest in the Kitchel Eltr. Co. to A. Gardner & Son, and will retire from the grain business.

Earl Park, Ind.—We have sold our house to Flinn & Gaunt of this place. Samuel Gaunt will be manager.—Hawkins & Van Natta.

Delaware, Ind.—John Crum has just finished building a 7,000-bu. eltr. It is equipped with machinery for quickly handling corn and wheat.

Ridgeville, Ind.—John Banning has built a 10,000-bu. eltr. beside his grist mill, joined the state grain dealers ass'n and entered the grain business.

Bluffton, Ind.—Davidson & Thomas have succeeded C. F. Davidson. They will continue to operate the five eltrs. formerly operated by Mr. Davidson.

Bunker Hill, Ind.—J. A. Adams has sold his eltr. to W. C. Lutz. He will give possession Nov. 1, then move to Oklahoma to engage in farming.

Lynn, Ind.—The Lynn Mill & Eltr. Co. has sold its plant to Norman Anderson of Crete, who has bot a fine residence here, and will take possession of the plant Jan. 1.

Hagerstown, Ind.—Clark Bros., of Centerville, have bot the milling property of the Teeter Mill & Eltr. Co. The new firm will take possession and will operate the mill and two eltrs.

Princeton, Ind.—Atty. Harry J. Phipps of Mt. Carmel is said to hold sealed information solving the mystery of the disappearance of Henry E. Agar, who is alleged to have been drowned.

Vincennes, Ind.—The J. & S. Emison Co. is erecting a large addition to its grain bins. The old scales will be replaced by new ones. The Atlas Mill, owned by the same company, has not been completed.

Hamlet, Ind.—I have bot thru John A. Rice of Mrs. Hardesty the eltr. here on the Pennsylvania, formerly operated by H. Hardesty. I will make a few minor improvements and operate the plant.—M. D. Sterling.

Mongo, Ind.—Carl Ford, of Lagrange, has leased the eltr., recently erected, from William C. Hawk and will open it as soon as the Valley line effects an interchange system with connecting roads to the end that shipments may be made without delay.

Indianapolis, Ind.—J. E. Scanlon is the style of a new grain receiving firm occupying the office formerly leased by J. R. Gray & Co. It is composed of J. E. Scanlon, who was with J. R. Gray & Co., several years, and Gray's old bookkeeper. At one time Mr. Scanlon was agent for Fred P. Rush at Newman, Ill.

Thorntown, Ind.—Fire starting in a livery barn spread to and destroyed our 25,000-bu. eltr. on the evening of Sept. 23. Loss is between $16,000 and $17,000, with $6,300 insurance. The building and machinery was valued at $12,000; corn, wheat and oats, $4,500; coal and coal bins, $1,000. We will probably rebuild.—R. S. Stall & Co.

Indianapolis, Ind.—Brafford, Files Grain Co. is the style of a new grain receiving firm which will embark in business here Nov. 1. It will be composed of J. M. Brafford, Winamac, who has served the Indiana Association so long and well as secy-treas. and A. F. Files of Muncie, who has also been long connected with Ass'n, having served the State Ass'n as director since its beginning. Mr. Brafford will continue to serve the Ass'n as secy. until a satisfactory successor is found by the directors. The many friends of these two earnest Ass'n workers will wish them unbounded success.

INDIAN TERRITORY.

Durant, I. T.—Wm. Bondies & Co. have ordered of the Richardson Scale Co. an automatic scale with a capacity of 1,000 bus. per hour.

Minco, I. T.—Moore Bros. are negotiating with the railroad company for a lease for a site for an eltr. on the right-of-way. They will erect an eltr. with a capacity of 25,000 bus. if they get a lease.

IOWA.

Dow City, Ia.—Jos. McCall has bot the eltr. from the Stewart Lumber Co.

Alta, Ia.—William Zeilman is manager of the eltr. of the Farmers Eltr. Co.

George, Ia.—George Pardon has taken charge of the eltr. of the Farmers Eltr. Co.

Des Moines, Ia.—Harper & Ward have removed to offices in the new Fleming bldg.

Blanchard, Ia.—Walkinshaw & McKee Bros. have succeeded us.—McKee Bros. & Co.

Crawfordsville, Ia.—The Home Lumber Co., of North English, has bot the eltr. of McFarland & De Long Bros.

Milford, Ia.—Mr. Dewey, of the firm of Knudson & Dewey, has bot the interest of his partner J. E. Knudson.

West Bend, Ia.—The new eltr. recently bot of the Buel & Morse Co. by Gilchrist & Co. will soon be opened for business.

Doon, Ia.—J. T. Buchanan has taken charge of the eltr. of the Plymouth Eltr. Co. The company will install a new Fairbanks scale in its eltr.

Yetter, Ia.—The Farmers Grain Co., incorporated, capital stock $25,000; incorporators, C. A. Nordhaus, H. D. Yetter, Andrew Clark, Edward DeLong and others.

Des Moines, Ia.—The car shortage is becoming so acute in Iowa that the Iowa Grain Dealers Ass'n is preparing to file complaint with the state railroad commission.

Dysart, Ia.—The new eltr. that I am building at this place, is about completed and I have leased it to Wm. Claussen of Woodward, Ia.—C. E. Holcomb, of Buffalo Center.

Terril, Ia.—The DeWolf & Wells Co. is having its eltr. painted. The Skewis Grain Co. has had a new Howe Dump Scale put in its eltr.—T. H. Tvedten, agt. the Skewis Grain Co.

Rembrandt, Ia.—Charlie Peterson of Marathon, will take charge of the eltr. of DeWolf & Wells Co. at this place, and A. Doxsee will move to Marathon where he will take charge of the eltr. for the same company there.

Council Bluffs, Ia.—The Nebraska Hay & Grain Co. is taking bids for the construction of a 50,000-bu. eltr., and transfer house here. The new eltr. will be built on the site of the present transfer house. It will cost $25,000.

Struble, Ia.—The Farmers Eltr. Co. has let the contract to Chas. E. Newell for an eltr. with a capacity of 20,000 bus. The building is to be completed in 60 days and will cost $4,000. It will be cribbed from top to bottom.

Akron, Ia.—The Farmers Grain Co. has bot the flat house of the Huntting Grain Co. The company will erect a new eltr. to cost $5,000. The flat house will either be torn down and used in the new building or remodeled into storage bins.

Holstein, Ia.—The farmers of this place contemplate establishing a farmers eltr. Geo. Wienert was elected temporary chairman of the meeting and Emil Lage, secy. It is the intention to get $10,000 subscribed before taking action toward buying or building.

Des Moines, Ia.—A campaign against weeds will be commenced by the committee on weed investigation of the state board of agriculture, composed of S. B. Packard, C. F. Curtiss and H. R. Wright. Question sheets will be sent out to obtain information to guide the committee.

Gillett Grove, Ia.—The farmers eltr. company here has transferred all assets to C. F. Johns, a former director. It is reported that the assets will about cover the indebtedness liability, on which the directors have a personal liability. Certain commission houses will, it is reported, suffer losses. The concern was in operation fifteen months.

Gowrie, Ia.—The suit of Funk v. Gowrie Farmers Eltr. Co., which was begun three months ago, is soon to be heard in the district court. Jacob Funk asks

that as stockholder he be allowed to inspect the books and records of the company. Defendants allege that Funk is an employe of the line eltr. companies who desire to gain an insight into the workings of the company's business.

KANSAS.

Olmitz, Kan.—L. Schreiber of Otis has leased the eltr. of T. J. Meitner for one year.

Russell, Kan.—M. P. Miller & Son have succeeded M. P. Miller.—P. D. Miller.

Dodge City, Kan.—The eltr. of the Colorado Milling Co., of Denver, Col., has been opened.

Jamestown, Kan.—On Oct. 2 I sold my eltr., coal, feed yards and residence to Gifford Bros.—J. L. Wilkin.

Pawnee Rock, Kan.—Henry H. Unruh is manager of the eltr. of the Farmers Grain, Fuel and Live Stock Co.

Leavenworth, Kan.—Denton Bros. have had a new roof placed on their eltr. The space covered is 312,000 square ft.

Paola, Kan.—The Paola Pearl Meal Mill & Eltr. which was burned Aug. 31, will be rebuilt by Protzman & Ewbank.

Ottawa, Kan.—F. T. Woodburn of Holton, Kan., has bot the property of the Ottawa Grain & Milling Co. for $7,500 at trustee's sale.

Abilene, Kan.—The Engle Mill & Eltr. Co., incorporated. E. S. and J. A. Engle and others are interested. They will erect a flour mill.

Marquette, Kan.—The Marquette Roller Mill Co. has bot the eltr. of the Mound Ridge Milling Co. Mr. Stinson will buy wheat for the company.

McDonald, Kan.—J. E. Lovelace is a scoop shovel competitor. The regular dealers are the Central Granaries Co. and ourselves.—W. G. & Ed. Lyman.

Eldorado, Kan.—A Richardson Automatic Eltr. Scale of 1,000 bus. capacity per hour will be installed for L. H. Powell by the Pelkey Construction Co.

Topeka, Kan.—Unsecured creditors of the Taylor Grain Co. will receive no dividends, all the property having been sold for $93,175, which is less than the secured claims.

Lost Springs, Kan.—The Lost Springs Milling Co. has completed a 20,000-bu. eltr. in addition to its mill. The company has put in up-to-date machinery in its mill. The name will be changed to the Lost Springs Milling & Eltr. Co.

Brownell, Kan.—Geo. W. Davis of this place, who was well known to grain dealers of Kansas and Kansas City, died Sept. 30 at Excelsior Springs, Mo. He had just sold his eltr., as stated in the Journal Sept. 25, and was about to remove to California. The remains were buried at Mt. Washington cemetery Oct. 2, Wm. Murphy and five other members of the Kansas City Board of Trade acting as pall bearers.

McPherson, Kan.—The H. Parker Grain Co. has failed; and the J. F. Parker Mercantile Co. has been organized to continue the business. Mr. Parker states that "We would have been able to liquidate the business and pay every one in full, but a controversy arose over some Bs/L held by the bank as collateral, and the suits filed at McPherson are a result of a disagreement between the National Bank of Commerce and the Santa Fe Railroad. The only money due the railroad is some freight bills for which we are liable on our bond." The atttachment suits filed by the Santa Fe Railroad, the National Bank of Commerce and the People's State Bank, aggregate $267,000, tho the actual liabilities are said to be only $100,000.

KENTUCKY.

Lexington, Ky.—The International Stock Food Co., of Minneapolis, Minn., has brot suit in the federal court to enjoin the director of the state experiment station from enforcing the pure feed law which is alleged to be unconstitutional.

Louisville, Ky.—The prohibition movement in this state which threatens to make the commonwealth, now world wide famously for its whisky a "dry" state has been worrying the dealers in grain who have been selling good white corn to the distilleries at a profit.

LOUISIANA.

Morse, La.—The White Swan Rice Milling Co. has been organized, capital stock $50,000; incorporators, J. Frankel, A. B. Allison, Alex Brown.

Shreveport, La.—The Hamiter-Busbey Mill & Eltr. Co. has placed its order with the Richardson Scale Co. for an automatic scale for weighing corn meal in its mill.

New Orleans, La.—Grain exports from New Orleans during Sept. amounted to 752,401 bus. of wheat, 54,264 bus. of corn and no oats; compared with 1,204,000 bus. of wheat, 34,285 bus. of corn and 30,000 bus. of oats for Sept. 1906, as reported by W. L. Richeson, chief inspector, New Orleans Board of Trade.

New Orleans, La.—The export grain elevator at Chalmette during the coming season will be operated by The New Orleans Terminal Co. as an open house, which means that everybody will be treated alike. This eltr. has been thoroly overhauled, is under an efficient management, with dryers and cleaners, and weighing of grain will be done by the Board of Trade. The cost and methods of handling will be the same as prevail at other New Orleans export eltrs., such as Westwego and Stuyvesant Docks. The Chalmette Eltr. has a carrying capacity of 500,000 bus. A constant depth of 30 feet of water is maintained at Chalmette wharf, so that the largest ships coming into this port can readily be taken care of. All grain routed via the Mobile & Ohio Railroad thru the port of New Orleans for export to European countries will be handled through this eltr.—N. M. Leach, Assistant General Freight Agent, M. & O. R. R.

MARYLAND.

Baltimore, Md.—The contemplated embargo on oats by the Pennsylvania Railroad was not enforced, the vigorous protest by the grain receivers having had its effect.

Baltimore, Md.—Archibald Dennis was married Sept. 24 to Miss Esbell Owings. Mr. Dennis was a former partner of C. H. Gibson & Co., a Chicago Board of Trade firm. Mr. Dennis is now a grain broker of this place.

Baltimore, Md.—M. L. Long, architect of the Baltimore & Ohio Railroad Company, is preparing plans for the 500,000-bu. eltr. to be erected at Mount Clare. The contract is to be awarded as soon as the plans have been completed.

Baltimore, Md.—E. O. Boyd, doing business under the name of E. O. Boyd & Co., filed a deed of trust recently to Walter Kirwan, for the benefit of his creditors. His liabilities are given as $6,193.86, and his assets as $322.64.

Baltimore, Md.—Finley Barrell, of Finley Barrell & Co., of Chicago, has applied for membership in the Chamber of Commerce. Finley Barrell & Co. have taken a private wire to the floor of the Chamber of Commerce and are represented by Wm. E. Harris.

Baltimore, Md.—In the B/L suit of the American Express Co. against Hammond-Snyder & Co. Judge Stockbridge decided that the grain firm would have to pay the express company the difference between what two loads of grain shipped to Dublin, Ireland, brot in open sale and what the draft against the consignees, Hughes & Co. who failed, amounted to. The bills of exchange were drawn for 60 days and had they been presented for payment when the boat arrived there would have been no loss; and defendants contended that a clause in the bill required the express company to make demand for payment on arrival of boat. Hammond-Snyder & Co. will appeal to a higher court.

MICHIGAN.

Big Rapids, Mich.—R. N. Thompson is grain buyer for the Darrah Milling Co.

Elmdale, Mich.—H. M. Wilbur of Olean, N. Y., has bot the eltr. of Melvin Hooper.

Richland, Mich.—E. W. Stevens of Bellevue has bot the eltr. of Geo. M. Evers.

Jackson, Mich.—The Stockbridge Eltr. Co. has increased its capital stock from $100,000 to $150,000.

Ithaca, Mich.—The Independent Eltr. Co. has bot the lumber and coal business of the Ithaca Lumber & Coal Co.

Ionia, Mich.—The new eltr. of the J. D. McLaren & Co. is now completed and open with A. C. Van Sickle in charge.

Deckerville, Mich.—Green & O'Connor have dissolved partnership. B. M. Green now owns the business.—John Blower.

Owosso, Mich.—H. H. Ainsworth and Samuel A. Clapp have bot the mill and eltr. of the Owosso City Mills and will remodel and improve it.

Detroit, Mich.—Thos. G. Craig, formerly pres. of the Board of Trade, lost the toes of his right foot and suffered internal injuries, when his automobile was struck by a trolley car Oct. 2.

Rose City, Mich.—B. Bennett and N. A. Richards, of the West Branch Flour Milling Co., have bot the Rose City Eltr. S. D. Kinsey, the former proprietor, will remain at the eltr. the rest of the season.

Hastings, Mich.—Ernest and Carey U. Edmonds have bot the eltr. of R. K. Grant. Ernest Edmonds has been employed in the eltr. for some time. Mr. Grant's ill health is the cause of selling his eltr. The new firm is Edmonds Bros.

Lansing, Mich.—The Michigan Corn Ass'n has been incorporated to overcome the objections to the payment by the state of $500 per year to the Ass'n for the improvement of the corn crop. One of the incorporators is Professor Jas. J. Jeffrey of the agricultural college.

Owosso, Mich.—The hay and grain business of Albert Todd & Co., has been combined with that of L. W. Todd & Co., of Boston, Mass., under the name of Al-

bert Todd Co. with the head office at this place. L. W. Todd will be the eastern and southern representative of the new company.

Saginaw, Mich.—The Michigan Bean Jobbers Ass'n, at its annual meeting at this city, elected the following officers: Pres., J. A. Heath, Lenox; vice prests., C. Brish, Lansing, and C. Estey, Shepherd; treas., W. J. Orr, Bay Port; directors, J. A. Heath, L. M. Isbell, C. H. Barrett, J. O. Wood and F. R. Richardson. The attendance at the meeting, Sept. 11 and 12, was larger than at any preceding convention of the bean handlers. The next meeting place will be selected by the executive committee, which will also name the secy.

MINNEAPOLIS.

The North Star Malting Co. will erect a brick and steel warehouse, a brick and steel by-products mill and six steel grain bins, to cost $65,000.

Railroad traffic officials admit they have not sufficient cars to handle the grain, and are not so free of promises to supply cars as they were last year.

The assessment of eltrs. in Hennepin county has been raised 25 per cent by the state board of equalization, making the valuation on the same basis as the year before.

F. S. Hunter, superintendent of car service for the Soo road, has posted notice on 'Change that cars must not be used for hauling wheat between the various eltrs. and mills.

Posing as a switchman, Jas. Larkin victimized eltr. operators along the Milwaukee road, by taking up a collection for an injured brakeman. He had never been a railroad man, and was taken into custody by a detective.

Frank Halliday and John Lane have been taken into custody at New York at the request of the Minneapolis authorities, for alleged complicity in the Edward Vaughan Co. get-rich-quick swindle, which was operated at this city 3 years ago.

W. A. Freemire, formerly a director of the Chamber of Commerce, has severed his connection with the firm of Freemire, Remund & Co. The business will be continued by L. C. Remund and J. B. Gilfillan, Jr. Mr. Freemire expects to make California his home.

In the injunction suit by the Chamber of Commerce to restrain the firm of W. S. Daggett & Co. from using the continuous grain quotations the Chamber has presented all its evidence. Defendant alleges that the 15-minute quotations are not the property of the Chamber.

At the annual election of the Chamber of Commerce Oct. 3 John D. McMillan was chosen pres.; H. F. Douglas, first vice pres., and G. F. Ewe, second vice pres. The directors whose terms expire were re-elected for another year, and the board consists of John L. Tracy, J. R. Marfield, A. H. Poehler, F. M. Crosby, C. A. Magnusen and Henry L. Little. The old board of appeals, consisting of Thomas N. Taylor, Geo. A. Duvigneaud and H. G. Fertig, was re-elected, and the new board of arbitration is composed of L. G. Remund, J. R. Martin and D. A. McDonald. After the election pres.-elect McMillan tapped a barrel of fine eating apples on the floor of 'Change. The rules against smoking were suspended.

The Lum-Hanks Eltr. Co., incorporated, capital stock $50,000. J. B. Hanks, pres.; Geo. H. Lum, secy. and treas. The company will take over the two eltrs. operated by the Northwestern Milling Co. and the Monarch Eltr. Co. of Little Falls. The purpose of the company will be the buying of wheat and other grains for the Northwestern Milling Co., and besides the eltrs. already under its control at Little Falls, others will be established at different points, the company will have at least 12 eltrs. in operation within a year. The mill now uses 1,200,000 bus. of wheat for the manufacture of flour and could buy only 200,000 bus. at the local eltrs. The line of eltrs. will be required to furnish the needed amount of wheat for the mill.

MINNESOTA.

Zumbro Falls, Minn.—The R. E. Jones Co.'s eltr. is nearly completed.

Luverne, Minn.—E. A. Brown is having an eltr. erected at Cactus (no p. o.).

Sleepy Eye, Minn.—The Sleepy Eye Milling Co. will enlarge its cereal plant.

Callaway, Minn.—T. Nelson will take charge of the eltr. of the Homestead Eltr. Co.

Tyler, Minn.—Sydney W. Smith has taken charge of the eltr. of the Atlas Eltr. Co.

Litchfield, Minn.—James Hanna has taken charge of the eltr. of the Northwestern Eltr. Co.

Ormsby, Minn.—The Ormsby Farmers Grain Co. has bot the eltr. and coal sheds of the Great Western Eltr. Co.

Appleton, Minn.—A. J. Kaufman of New Richland is the new mgr. of the Northwestern Eltr. Co.

Marshall, Minn.—The Mutual Eltr. Co., formerly of Minneapolis, has moved its headquarters to this place.

Raymond, Minn.—W. Talen of Princeburg will succeed Lewis Slagter as manager of the eltr. of the Thorpe Eltr. Co.

Kenyon, Minn.—The eltr. of E. A. Brown which has been closed for the last 2 years has been opened with T. Homme in charge.

Carlisle, Minn.—The Minneapolis & Northern Eltr. Co. has had its eltr. repaired and has installed Sophus Lein as wheat buyer.

Isanti, Minn.—E. C. Brandes has his eltr. completed. It has a capacity of 1,800 bus., and will care for 2 carloads of rye at one time.

Mallory, Minn.—The Crookston Milling Co. is building an eltr. at this place for its own use. It will be completed in about 10 days.

Hampton, Minn.—The Hampton Farmers Co-operative Eltr. Co.'s eltr. has been completed by T. F. Costello and the machinery adjusted.

Lake Crystal, Minn.—The St. John Grain Co., of Heron Lake, will erect a large eltr. at Gray Siding (no p. o.), 4 miles west of this place.

Duluth, Minn.—The Iron Range Grain Co., incorporated, to succeed M. C. Wright Grain Co. Frank W. Densmore, vice pres.; George A. Camerson, secy.

Clarissa, Minn.—Shelby Bros., the millers, are erecting a grain eltr. near their mill, and will have sufficient capacity to enable them to store wheat for months.

Steen, Minn.—I am manager of the Farmers Eltr. Co. at Steen, Minn., instead of Hills, Minn., as stated in this column Sept. 25.—A. C. Ridenour, Steen.

Red Wing, Minn.—Charles A. Betcher has bot the oil mill of the Red Wing Linseed Mills and will erect an eltr. to cost $20,000 in connection with the plant.

Elysian, Minn.—The Elysian Farmers Ass'n has been organized and will handle grain. Capital stock $4,000. The company expects to buy the eltr. of J. T. Galligan.

St. Peter, Minn.—Alexander Harkin died Sept. 9, after a brief illness, of heart trouble. He came to this county in 1856, erected a warehouse here and engaged in the grain business.

Browns Valley, Minn.—Ed. Aldrich of Wesley, Ia., is agent for Linquist Bros. Eltr. Co. Mr. Aldrich has been agent for the Reliance Eltr. Co. at Wesley for several years.

Tracy, Minn.—I find it harder to buy barley at this year's high prices than last year when the price was in the 30's.—J. W. Strohm, traveling representative Columbia Malting Co.

Randolph, Minn.—The Rex Eltr. Co., which recently bot the eltr. of the Sheffield Mill & Eltr. Co., has had the carpenters at work repairing it. A grain cleaner has been installed.

Vining, Minn.—I am now in the grain business here. I was formerly at Surrey, N. D., with the Surrey Farmers Ass'n. W. H. McCutchin, sec'y of the company, was elected in my place.—H. P. Berg.

Milan, Minn.—Every year the car shortage starts earlier and every year we are experiencing more trouble in getting cars. The eltrs. here are about filled up.—H. G. Peterson, mgr. Monarch Eltr. Co.

Luverne, Minn.—John P. Coffey and Miss Mildred Ryan were married recently. Mr. Coffey is the proprietor of the Luverne Roller Mills and owns several eltrs. in Minnesota, Iowa and the Dakotas.

Duluth, Minn.—J. B. Gilfillan, Jr., of Minneapolis, representing the firm of Freemire, Remund & Co., and Samuel Glover, of Glover, N. D., have been elected to membership in the Duluth Board of Trade.

Cannon Falls, Minn.—The Columbia Eltr. Co., of Minneapolis, has opened the eltr. of the D. A. McDonald & Co. August Moses will be in charge. Jonas Holm is now in charge of the eltr. of the R. E. Jones Co.

Read the decision of the Supreme Court of Minnesota in the suit of the Barnum Grain Co. against the Great Northern Ry. for delivery to consignee without presentation of B/L, reported in another column of this number.

Milan, Minn.—C. K. Strand is the new mgr. of the Victoria Eltr. Co. C. O. Christenson, an old grain buyer in years of service, who was out of the business for several years, is again buying grain, and this time for the Farmers Eltr. Co.

Duluth, Minn.—The directors of the Board of Trade recently voted that the commission houses must charge back to customers the cost of all "collect" messages sent by customers. A failure to do so will be a violation of the commission rule.

Ortonville, Minn.—Geier Bros. and Fred Sanborn own and operate grain barges on the Big Stone Lake. These barges run about 20 to 25 miles into good grain country and at this time of the year bring back from 1,000 to 1,500 bus. of grain daily.

Owatonna, Minn.—The Myrtle Grain

Co., of Albert Lea, has let the contract to the Younglove Construction Co. for the erection of an eltr. with a capacity of 20,000 bus. at Mile Post Siding 275, Minn. This is a station about half way between this place and Ellendale.

Duluth, Minn.—Twice in a week was Mrs. Helen Lentz arraigned in court on the charge of sweeping wheat from cars in the Great Northern yards, where the woman was arrested by detectives of the railroad company and the local police. She is 48 years old; and, on pleading guilty to the first charge, was fined $8.

Bellingham, Minn.—The Anchor Grain Co. and the Interstate Grain Co. have built new eltrs. in place of the ones which burned last April. W. W. Reynolds is the manager of the Anchor Grain Co. and G. C. Babcock is the new manager for the Interstate Grain Co. The latter firm is having large coal sheds erected. The Farmers Eltr. Co. has completed a new roomy office and done other repairing.

St. Paul, Minn.—While the directors of the Minnesota Shippers & Receivers Ass'n were in session Sept. 25 to consider filing a complaint with the Interstate Commerce Commission with a view to having the rates reduced to intrastate basis, a deputy U. S. marshal served each with a copy of the order of the federal court restraining all persons from seeking to enforce the commodity rate law.

St. Paul, Minn.—At the meeting of the American Society of Equity, Minnesota branch, at this city Sept. 25, resolutions were adopted in favor of uniform grading and inspection under federal control, against the admission of Canadian wheat under the drawback law and against the removal of the duty on Canadian wheat. The society also undertook to set the price of grain at shipping points at $1.25 for wheat, $1.30 for flaxseed, 95 cents for barley and $1 for rye.

MISSOURI.

St. Louis, Mo.—The embargo by the Burlington on grain for St. Louis was in effect only 5 days.

Nevada, Mo.—The Nevada Milling Co. contemplates building an eltr. before another wheat harvest.

St. Louis, Mo.—A. P. McDonald, mgr. of the Postal Telegraph Co. on 'Change, has been appointed market recorder after Nov. 1.

Jonesburg, Mo.—We are expecting to build an eltr. between now and next harvest.—Wilson Bros., props. Jonesburg Roller Mills.

St. Louis, Mo.—The Western Grain & Eltr. Co., incorporated, capital stock $20,000. The company will do a general grain business and conduct eltrs.

Kansas City, Mo.—The Marshal & Michel Grain Co. and the C. W. Wright Commission Co. have removed from the Board of Trade to the Gibraltar bldg.

Kansas City, Mo.—Theodore Nathan has brot suit against S. F. Jackson to recover $10,000 damages for alleged slanderous statements made on the Board of Trade.

Kansas City, Mo.—A petition to the directors asking for a rule requiring interest to be charged on advances is being circulated on the Board of Trade and getting many signatures.

St. Louis, Mo.—The proposed rule of the Merchants Exchange providing for a charge of 6 per cent interest on advances upon consignments of grain was adopted by a vote of the members Oct. 3.

St. Louis, Mo.—Shorts who defaulted on September contracts were required by the P. P. Williams Grain Co. to pay 10 cents above December price, or 65 cents per bu. on about 50,000 bus. of corn.

Burlington Jctn., Mo.—Some corn moved in the last few weeks; the most of it has been scoop shovel business. There may be a little corn shipped from here this fall, the amount will depend on the price; if too high, the feeders may step out.—C. J. Rees.

St. Joseph, Mo.—John R. Watson has filed a suit in the circuit court for $5,000 damages, against the Elwood Grain Co. He alleges while working about an engine of the company he was severely burned and disfigured by burning gasoline.

St. Louis, Mo.—The matter of removing the unsightly accumulation of samples from the floor of the Merchants Exchange has been referred by the directors to the committee on rules. Edward M. Flesh, chairman of the floor committee, brot the matter to the attention of the directors.

St. Louis, Mo.—Judge Taylor of the circuit court on Oct. 5 overruled the demurrer of the Missouri railroad and warehouse commission to the order restraining it from carrying into effect the Avery grain weighing law. The court made the temporary order permanent; and the trade need have no fear that an unnecessary second weighing of grain will be forced upon it to feed the politicians.

Sweet Springs, Mo.—John M. Bellamy of the John M. Bellamy & Co., was smothered to death at his eltr. Sept. 26. Mr. Bellamy was loading a car of wheat, running it from the bin thru the chute, into the car. The grain choked in the bin and when he entered to open the chute the wheat ran in upon him and he was smothered to death before he could be rescued. He was 60 years old. He is survived by his wife, four sons and five daughters.

Centralia, Mo.—There is talk of the Missouri Commission Co., of St. Louis, building a farmers eltr. here. We have a good corn crop and every other man you meet is talking of going into the grain business. We are inclined to think there will be more rich men in our vicinity after this season is over than ever before, as they all think there is a fortune in grain, but we will tell you more about that next spring. No changes in the old firms, but if all these farmers and seat-warmers around town, who know so much about handling grain get into the business, the old firms may have to go into winter quarters and wait till the clouds go by, gentle Annie.—Burks Bros.

Kansas City, Mo.—The failure of the H. Parker Grain Co. will not cause any great loss to the clearing house of the Board of Trade, the clearing house being protected by J. F. Parker's membership in the Board, clearing house membership and another membership in which he is interested. A check amounting to over $4.000 was thrown out by the clearing house, and the company's deals on the Board were ordered closed, at a further loss. J. F. Parker, manager of the H. Parker Grain Co., was well liked and everyone had implicit confidence in his judgment as a business man. He was vice pres. of the Board of Trade and would doubtless have been elected pres. this year. Mr. Parker has taken his trouble deeply to heart and has remained away from his office.

NEBRASKA.

Stanton, Neb.—The eltr. of F. I. Sanders & Co. has been completed. It has a capacity of 20,000 bus.

Ellis, Neb.—The Wright-Leet Grain Co. of Lincoln has bot the eltr. of the Nebraska Eltr. Co. at this place.

Omaha, Neb.—C. S. Lefferts and Chas. T. Peavey have opened a grain office in the Branders bldg., and will conduct a cash grain business.

Syracuse, Neb.—Perry McComb has succeeded me as agt. at Hildreth, and I have taken charge of the eltr. for the same company at this place.—G. A. Hurley, agt. the Duff Grain Co.

Fremont, Neb.—The Nye-Schneider-Fowler Co. is defendant in a suit for $35,000 damages brot by Henry Allen, aged 19, for personal injury. He was caught in a rope drive, drawn up to the ceiling and thrown back to the floor.

Omaha, Neb.—The Kiddle Grain Co. filed a damage suit in the federal district court against the Burlington Railroad Oct. 2, charging that the railroad purposely neglected and delayed shipments of grain to and from plaintiff, and also refused to furnish grain cars promptly.

Denton, Neb.—H. O. Barber & Sons have shelled out their 36,000 bus. of ear corn and shipped it recently. The eltrs. are both in good shape for caring for the incoming crops. They have done considerable repairing on their large eltr. here.—James Pearson, mgr. H. O. Barber & Sons.

Omaha, Neb.—Several boatloads of wheat were worked for export from this city by the Nye-Schneider-Fowler Co. recently, thru its New York office. It is said that this is the first occasion in which a local firm has been directly connected with that part of the grain trade.

Lincoln, Neb.—We have recently bot from the Nebraska Eltr. Co. its eltrs. at Clatonia, Ellis, Rockford, Ruskin and Virginia, in Nebraska, and Jennings, Selden and Narka, in Kansas; eltr. from B. W. McLucas at Gilead, Neb., and also the eltr. at Murdock from E. Leet.—Wright-Leet Grain Co., E. Leet, secy.

Holdrege, Neb.—C. W. McConaughy and F. W. Kiplinger are sole owners of the eltr. of the McConaughy Grain Co. Mr. Conaughy doubled his interests and Mr. Kiplinger bot the interests of Messrs. Clark and Miles of Hastings. The business will be conducted under the same name, with Mr. McConaughy as pres., and Mr. Kiplinger as sec'y and treas. Mr. Kiplinger until recently has been interested in the Loomis Grain & Milling Co. He has moved his family here and will take an active interest in the conduct of the business. They have an eltr. with a storage capacity of 350,000 bus.

Omaha, Neb.—The U. S. District Court on Sept. 25 refused to grant the C., B. & Q. R. R. Co. an injunction restraining the Nebraska State Railway Commission from ordering reductions in the rates on grain in Nebraska. The Commission believes that it has exceeded its authority in making a reduction without a complaint by shippers. As soon as this was announced several shippers, among them Powell & Niesson, grain dealers at Marion, volunteered the necessary complaint. The Commission on Oct. 3 informed the firm that its complaint would have action as soon as received.

NEW ENGLAND.

Boston, Mass.—J. A. Yantis has retired from the grain business.

Boston, Mass.—Arthur Davis Copeland died recently from an operation for appendicitis.

Springfield, Mass.—The grain eltr. of C. F. Brown & Son was burned recently. Loss, $10,000; insurance, $7,000.

Boston, Mass.—A. W. Gilbert, formerly a private sampler at Minneapolis, will make this his future home, and will engage in the grain business.

Boston, Mass.—Claude H. Tarbox has been appointed a member of the grain committee of the Chamber of Commerce in place of Jas. A. Yantis, who resigned.

Boston, Mass.—Stanley Faithful, of the Chapin Grain Co., was married recently. The members of the company presented him with a very elaborate set of table silver.

Lebanon, N. H.—Arthur Hill, grain dealer here, had 3 carloads of corn in the wreck at Canaan, valued at $3,525. The cars were next to the engine and the corn was scattered in all directions.

NEW JERSEY.

East Orange, N. J.—David W. Ball Co., incorporated, capital stock $20,000; incorporators, H. H. Smith, Charles C. Geyer and Frank C. Ferguson. The company will deal in coal, hay, grain and lumber.

NEW YORK.

Buffalo, N. Y.—S. W. Yantis has been very sick.

Basom, N. Y.—A. A. Grinnell of Oakfield has bot the eltr. of Halsey & Osborne at this place.

New York, N. Y.—The Produce Exchange on Oct. 4 made a demand on the telegraf companies for an immediate improvement in their service.

Oswego, N. Y.—Maltsters have complained to the new public service commission of alleged discrimination in favor of Buffalo and other large centers.

Buffalo, N. Y.—A concrete warehouse 60x80 ft. and a grain drier will be put in at the Eldad Feed Mill of the Churchill Grain & Seed Co. The equipment will include automatic bagging scales.

Deansboro, N. Y.—The Blanding Feed & Grain Co., incorporated, capital stock $12,000. Directors, Olin E. Blanding, Adelaide A. Blanding and Theodore J. Ketcham of this place, James Roach and Frank Gebbie of St. Johnsville.

New York, N. Y.—Notice has been posted on the Produce Exchange that "On and after Oct. 1 the rate for weighing grain will be 1 cent per bu. By order of the Grain Committee, W. H. Kemp, Chairman."

Cape Vincent, N. Y.—The Cape Vincent Hay & Grain Co., incorporated, capital stock $15,000; incorporators, Adam A. Gray of this place, Edward N. Jackson, Produce Exchange, New York; Edwin P. Rector and Earl G. Cooley of Point Peninsula, N. Y.

Buffalo, N. Y.—The Edward Elsworth Co. has been incorporated with $2,000,000 capital stock, and Thos. D. Powell, Walter J. Minehan and others as directors. The same gentlemen are directors in the Superior Cereal Food Co., recently incorporated with $200,000 capital stock.

Honeoye Falls, N. Y.—The Bloomfield Fruit Co. has let the contract to the Honeoye Falls Manufacturing Co. for the equipment of a complete and up-to-date bean picking establishment, which will be installed in its new warehouse. The plant will be in operation in a few weeks.

Buffalo, N. Y.—The Riverside Malting Co. is erecting an addition to its house and remodeling the old plant, which will increase its capacity 500,000 bus. With a marine tower for loading the canal boats and the railroads running alongside the plant it will be one of the best equipped in the city.

New York, N. Y.—The Brainard Commission Co. has been formed to handle grain and feed, with offices in the Produce Exchange, and W. J. Brainard as manager. Mr. Brainard was formerly with the A. C. Field Co. Others interested in the company are Wright S. Travis and Jas. G. Martin of the Northern Grain Co., Manitowoc, Wis.

Utica, N. Y.—The old firm of Ogden & Clark has been dissolved and F. C. Ogden continues in business for himself under the firm name of F. C. Ogden, Inc. Mr. Ogden does a wholesale grain business here furnishing practically all of the grain to the retailers in this city of 18,000. Much of his grain comes direct from Buffalo by the canal and is taken into his eltr. by means of a marine leg.

FROM BUFFALO.

The car shortage question is ever present in actuality as well as theory, and Buffalo shippers to the East have been unable to get cars when grain has been ordered.

It is reported that the Oneonta Milling Co. has taken charge of the eltr. of the Lackawanna Mill & Eltr. Co., for the Bank of Albany, which held the warehouse receipts and the sheriff has attached enuf grain to protect the Marine Bank. C. T. Burkett succeeded M. P. Ryley in the management of this company and it is generally conceded that he left the business in good condition.

The break in the Erie canal has made the car shortage more serious. There are opinions and opinions among grain and canal men about the responsibility for this unfortunate break right at the time of year when the canal was the most needed, and incidentally a great deal of political thunder is being made out of it. The facts of the case are stated by Mr. O'Brien, who is at the head of the Marine Forwarding Co. which handles either directly or indirectly most of the traffic on the canal. On July 30th the canal broke thru a culvert which passes underneath it at Syracuse to drain water from city into nearby river, and consequently traffic was stopped. It was repaired by Sept. 4 but upon the very day water was let in and traffic resumed another break was discovered in another culvert close by and the artificial stream was again closed. On Sept. 16 it was opened again, but only for eight hours as it began leaking and danger was imminent. It took until Sept. 20 to repair the break, by first laying burlap over it and then covering it securely with 18 inches of clay. Since that date traffic has been going on continually but the boatmen were thrown so far behind in their work that they have not yet begun to catch up. Wm. Ott, sec'y of the Erie Boatmens Union, who necessarily is in close touch with them and understands their feelings, said "The canal has long been known to be unsafe and it is only negligence on the part of state officials that has caused us to be laid up fifty-one days. It has been known that the break might occur at any time and it should have been mended where it was dangerous. Division Supt. T. W. Wheeler had asked Supt. of Public Works S. S. Stevens for funds to repair the canal but was refused. The present condition of the canal is very unsatisfactory where it was mended and another bad break is likely to occur at any time."

FROM NEW YORK CITY.

Corn is "scarce as hens teeth," as one dealer remarked.

Exporters look for the biggest export year since the time of Leiter.

Oats are holding their own but the big firms are letting them alone. They prefer to "play safe."

It costs considerable money to get a car of grain officially weighed in New York. At one cent per bushel it often figures from $10 to $18 per car. Isn't that too high?

Maltsters who have been selling malt to the brewers "on time" have been forced to ask for cash down. Brewers who have been putting their money into their business at the maltsters expense have had to change some of their business methods, much to their sorrow.

The Grain Comite recently raised the wages of the boy who carries samples $3 per week. The president of the Exchange, who is not a grain man, immediately appointed a comite to investigate the action of the Grain Comite. There was a man or so on the comite whom such effrontery made "hot" and much resignation was threatened.

Without reflecting on the unfortunate one armed men who carry messages for the telegraf companies on the Exchange floor (there are several of them), it would seem appropriate to remark that their condition physically aptly represents the service the Western and Postal is giving to members of the Exchange. Decidedly crippled.

There is a movement on foot here to raise the price of commissions but it has not yet reached an official status. Commission men who have to pay high rates for money, pay big drafts and then wait a long while for the grain to arrive find themselves forced to some measure that will protect them. Whether they will raise commission rates is a question that is not openly discussed.

Prohibition received a serious blow when a "gin" room was opened up in the Exchange building last week, the first in the history of the Exchange. Sentiment among a class was decidedly against it and one man offered to be one of ten to give a $1,000 to prevent its coming into the building, but the directors thot they "needed the money" and the saloon was opened. There is now an open dispute as to who was the first customer.

Prices of grain are so high that many old dealers in grain are confining themselves to the hay business. We have a great deal of trouble with western weights especially Toledo's. We purchased 10 cars of grain from Toledo recently and all of the nine cars which have arrived have fallen short. All the grain we receive is carefully weighed at this end on a Fairbanks Hopper Scale and we know we are about right.—Brooklyn Eltr. & Mlg. Co., Brooklyn.

Some of the best firms doing business on the New York Produce Exchange have been called upon to reduce their loans at the banks and the necessity of doing it has hampered them badly. Why

the banks desire this will be apparent when it is known that the last bank report showed 25 banks doing business in New York City with less than the legal reserve required by law. That no failures have occurred is a credit to the sagacity of the Produce Exchange members.

Talk to the "old" grain members of the New York Produce Exchange, members who have been there ever since they were office boys and who have grown wealthy on the floor, and they are all pessimistic about the future of New York as a grain market. This may be due to skepticism that comes with old age, yet they claim it is based on facts. In the first place they argue that the local consumption is no more than it was fifteen years ago altho the population has doubled. Then the "one horse way of doing business" as one old veteran expressed it has much to do with their views. The tendency of the western dealers to go over the heads of the members of the Exchange and sell direct to the consumer has also stimulated this feeling. After all is written and said however New York still handles a tremendous amount of grain.

BUFFALO LETTER.

The sharp advance in durum wheat has caused millers who had begun to study how to make good flour of it to hesitate. At present prices the effort would hardly be worth the while.

Corn is only moderately plenty in Buffalo, as the inspection for a day shows 63 cars of it for that day's grading and 21 cars of oats. There is very little other grain moving this way by rail now.

Prospect is for a better movement of grain by lake right away, as the advance in rates shows. To Oct. 1 the lake receipts were 70,000,000 bus., which has been exceeded only once in the past five seasons.

The political conventions as usual passed around the grain offices for the most part, but Octave A. Bruso, agent of the New York firm of Rubens Bros., who has been showing much strength in his ward for sometime, has been nominated for alderman by the republicans.

J. C. Strickland, who lately returned from the Canadian Northwest, discouraged over the bad turn taken by crops this season, has joined the Corn Exchange and gone into the grain brokering business. He is son-in-law to H. G. Anderson and is at present located in that office.

Not much barley is coming in by lake yet, but the malting interest is preparing to do even more than its usual big business if the prices of barley do not turn out to be prohibitory. The last season's business was very profitable, but the business must take a different outlook now.

The eltr. pool is perfecting its new warehouse receipt, not having hit exactly the wording that was acceptable. The idea is without change, tho, and that is that the pool is an agent for facilitating the handling of the grain and saving expense and is not responsible for it.

The Corn Exchange has adopted a rule from some of the western exchanges, obliging members to report to the doorkeeper every sale that is made on the floor, so that the amount of business actually done may be appreciated. As there is no option trading done all sales are in the line of solid business.

The high price of wheat has set the State farmers to sowing all the acreage that they can prepare, tho they were so late with summer work and the weather has been so wet of late that not much increase is looked for. As a rule the city grain dealers are unable to pay the going price of State wheat, as freight rates are against them.

The business of the Lackawanna Mill & Eltr. Co. proceeds no further. For sometime after the sudden departure of Manager Birkett the office would make no statement as to the condition of the business, but it is now said that the stock will be closed out as soon as possible and then it will be decided what to do. The office does not know where Mr. Birkett is.

The grain dealers are selling a fair amount of corn and oats, tho they have no great faith in the price of corn and say that every time it becomes plenty at western centers the buyers will hold off. As to oats it all depends on the way the Chicago manipulators handle them. If they should suddenly conclude to let go and realize at the high prices they have created there would be a decided quietus placed on that trade.

The eltr. pool is looking at winter storage rates, but it is still too early to fix them. At present the outlook is for the same rates as last winter, altho it is said that there is a possibility of making a little higher rate if grain comes in freely, but the chances are that no change will be made. All available winter space has been taken lately and nothing will be done to hurt that business. The railroads have done enough to hurt this grain route.

At a reception-dinner given by the city lumber shippers on the 3d to Frank Barry, attorney of the State Utilities Commission, he stated that all possible effort would be made to give Buffalo the advantages she is entitled to in the movement of freight, as this is the most important passing and distributing point east of Chicago and it was not good business to permit shippers to avoid this route on account of its slowness or high rates. The Commission will resume its first hearing here on Oct. 14.

NORTH DAKOTA.

Crystal, N. D.—Fred Morgan is the new buyer for the State Eltr. Co.

Cavalier, N. D.—The Cavalier Milling Co. has bot the eltr. of the National Eltr. Co.

Crosby, N. D.—Thos. McGlenn has opened his eltr. with Fred Norton in charge.

Tokio Sta., Lansford P. O., N. D.—The Farmers Grain Co. has started the erection of an eltr.

Anamoose, N. D.—The agents of this place have signed an agreement to close the eltrs. on Sundays.

Amenia, N. D.—The Amenia & Sharon Land Co. has increased its capital stock from $100,000 to $200,000.

Clifford, N. D.—Nels Enge of Minneapolis has bot the Clifford Roller Mill and will convert it into an eltr.

Washburn, N. D.—The new eltr. for the Farmers Eltr. Co. is about completed. It has a capacity of 40,000 bus.

Lignite Sta., Ward P. O., N. D.—J. F. Connole and N. Nelson have let the contract for the erection of an eltr.

Voltaire, N. D.—The Farmers Eltr. Co., of Crystal, is erecting an eltr. here. A. M. Thompson of Crystal will manage it.

Kenmare, N. D.—G. K. Melby and John Bock have formed partnership for the purpose of buying grain at Niobe (no p. o.).

Eldridge, N. D.—The eltr. of the Star Eltr. Co. has been completed and is open for business. The Powers Eltr. Co. expects to have its eltr. completed very soon.

Bathgate, N. D.—The Farmers Eltr. Co. recently incorporated, has bot the eltr. of the Duluth Eltr. Co., which will be operated by the former agent of the Duluth Eltr. Co.

Fargo, N. D.—Professor Ladd of the agricultural college has requested growers who have had their wheat graded "frosted" at the eltr. to send him a sample for experiment.

Glen Ullin, N. D.—The Burns Eltr. & Lumber Co. has been organized, capital stock $25,000; J. C. Burns, pres.; Michael Meyer, general manager; W. T. Moore, secy. and treas. The company will erect a 60,000-bu. eltr.

Coulee, N. D.—Edw. Kraling and W. T. Greely of Donnybrook, have formed partnership and are going into the grain business at this place. They also expect to buy at other points along the new Great Northern Ry.

Strasburg, N. D.—The Columbia Eltr. Co. is building an eltr. here. Doran, Bush & Klavendecher, who have been trying to buy one of the houses of the line companies, are now building an eltr., they previously operated a small warehouse.

Drayton, N. D.—Jas. Bellamy has been arrested a second time on the charge of grand larceny, under the statute providing a penalty for any member of a corporation shipping out wheat stored and not paid for. Many farmers who had stored grain with the Drayton Milling Co. were nearly ruined.

Grand Forks, N. D.—The Loftus-Hubbard Eltr. Co. of St. Paul, Minn., has brot suit against the Great Northern road to recover $219 damages for failure to deliver all of the oats shipped in a car by the Minnesota & Western Grain Co., from Hancock, Minn., to A. Guthrie at Berthold, N. D. The car contained 78,400 lbs. when loaded and only 56,486 when unloaded.

OHIO.

Payne, O.—We have been succeeded by the Brady Grain Co.—Brady Bros.

Kirkwood, O.—T. B. Marshall has just installed a Callahan Gas Engine in his eltr.

Williamsport, O.—John Smith has succeeded A. L. Alkire as mgr. of the Heffner Milling Co.'s eltr.

Amanda, O.—J. F. Bales & Son have leased the eltr. of G. W. Ruff and placed Geo. Curl in charge.

Toledo, O.—The advance in the allowance for eltr. screenings is from 30 cents to 50 cents per 100 lbs.

Cincinnati, O.—The Central Stock & Grain Co. has made an assignment. Assets and liabilities each $1,000.

Kalamazoo, Mich.—Mrs. Belle M. Root of this city has announced the engagement of her daughter Mabel Helen to Joseph W. McCord of Columbus, O. The wedding will occur at Kalamazoo Oct. 22. Miss Root is one of Kalamazoo's most popular young ladies. We are pleased to join Mr. McCord's host of friends in the grain trade in wishing the happy couple much joy and a long life.

Cincinnati, O.—The Big Four Eltr. Co. has just placed a large order for a special shovel rope with the Durable Wire Rope Co.

Cincinnati, O.—Bernard Bunke will erect a grain eltr. It will be 3 stories high, 40x145 ft. in dimensions, and cost $10,000.

Ohio City, O.—W. Cook of Fisher, Cook & Co., Cavett, has just purchased the eltr. of F. D. Brandt.—Pierce Grain & Hay Co., Van Wert.

Troy, O.—The firm of Rozel & Hale has been dissolved, O. T. Rozel continuing the grain business. Mr. Hale was forced to retire on account of his health.

Lima, O.—Clutter & Long have just completed equipping their eltr. with natural gas for light and fuel and will install a gas engine in place of steam power.

Toledo, O.—It is said that demurrage charges are never paid here, when in dispute, shippers relying on the Valentine law to prevent successful suit by the car service ass'n.

Osborne, O.—Tranchant & Finnell have ordered an automatic scale to be installed in their mill, of the Richardson Scale Co. It will have a capacity of 1,000 bus. per hour.

Columbus, O.—The new Ohio car service rules which went into effect Oct. 1 give one more day of free time for loading and unloading, besides the opportunity to adopt the average plan.

Monroeville, O.—Ahr & Singer have been installing some new machinery in their mill which is run in connection with their eltr. and on account of much business have been working 24 hours a day.

Toledo, O.—The charge of one-half cent for elevation will go into effect with the National Milling Co. on Oct. 15, with the Wabash Eltr. Co. on Nov. 1, and that is the charge now with the East Side Iron Eltr. Co.

Collinsville, O.—J. E. Shellabarger has been remodeling his eltr. and moving track from one side of eltr. to other. This necessitates changing spouts and some machinery so that cars may be quickly loaded.

Toledo, O.—At the annual meeting of the Toledo & Wabash Ry. Eltr. Co. held recently, Alfred T. White of New York was elected pres. to succeed the late A. M. White, and B. H. Baker was chosen a director in place of C. F. Adams.

Columbus, O.—Inasmuch as the state of Ohio will hold an election on the day previously selected for the fall meeting of the Ohio Grain Dealers Ass'n, the officers of the ass'n have decided to postpone the meeting to Friday, Nov. 8th, at Chittenden Hotel, 10 a. m. Tell your neighbors of change in date.

Columbus, O.—Can you inform me whether or not the grain shippers of Ohio have any reason to complain as to the policy or practice of any grain carrier of the state in the matter of furnishing grain car doors, or bearing the expense of coopering defective cars? Any information your readers can give me on this subject will be thankfully received.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Cleveland, O.—The Chamber of Commerce expects to make arrangements soon for an official inspector of hay. There has been some complaint by shippers billing their hay to Cleveland and it is the desire of the Chamber of Commerce that everything possible shall be done to protect the interests of the shipper, at the same time conserving the interests of Cleveland grain and hay dealers.

Cincinnati, O.—Bankruptcy Referee Whittaker has filed in the district court his final report in the matter of A. Bender, bankrupt. He did a hay and grain business. He endeavored to be freed of his past indebtedness, but several of his creditors were opposed on the ground that he had committed fraud. In view of the facts Referee Whittaker refused to grant him a final discharge. This was confirmed by the court.

TOLEDO LETTER.

Rye and clover seed are showing little movement. There are only about 12,000 bushels of rye on hand at the present time. It is showing a tendency to advance in keeping with other cereals.

Fostoria, O.—The big Isaac Harter Mill reports that whereas it is in constant need of a daily allotment of seventeen cars it is wholly unable to secure them. Other large concerns are similarly affected.

Millfeed, which for some time has been destroying all previous records, continues on the rampage. Just now the supply seems to be on the increase slightly, but there is not nearly enough to meet the demands of customers.

Corn has been moving quite freely, but it like oats has fallen off in receipts recently. It is thought that most of the old crop is now on the market and that receipts will continue to remain light until the new crop appears.

The deliveries of wheat from first hands are very light. What little is being delivered is being greedily snapped up by the small outside millers who are at their wits ends to secure supplies to keep them running. By offering fancy prices they are able to call some of the farmer's wheat out of hiding, but it is totally insufficient to meet their needs.

The car shortage is causing some annoyance and the new rules of the state railway commission, which adds one day of free time to each car handled, it is thought will result in a more stringent shortage than would otherwise have been felt. This rule it is claimed will result in adding an additional day to the inactivity of cars in many cases.

The local market is totally out of line so far as export shipments of wheat are concerned. While there is much inquiry from abroad there is little doing. The disparity between cash wheat and December delivery is too great to admit of business. Practically all the wheat here, and there is now less than 2,000,000, is being held in steel tankage, where the insurance is but a trifle. Owners refuse to let loose at present cash prices when they can realize several cents per bushel more by holding it for a short time and delivering on December contracts.

Receipts of oats have been fairly good for some time but are now beginning to fall off, and it is thought that the bulk for present delivery has been received. The quality has been exceptionally fine, and has been gobbled as fast as it showed up for the New York and New England market, where it is pronounced unequaled in the United States, for color, weight, and general merit. The premium paid for Ohio oats for this domestic trade has made impossible the question of export trade. There has not been sufficient oats to meet the domestic demand, and none has been permitted to leave the country. Considerable complaint has been heard of the close grading of oats in the Chicago market, but there has been a more liberal rule followed here, there being no substantial deviation from the grading rules established last year.—S.

OKLAHOMA

Hooker, Okla.—The Bolin Hall Co. has let the contract for the erection of a 20,000-bu. eltr. to the Klassmeier Co. and the work has started.

Elk City, Okla.—The Elk City Mill & Eltr. Co., incorporated, capital stock $25,000; incorporators, E. A. Wells, Will D. Hawkins and J. E. Turner.

Fairfax, Okla.—The Osage Grain Co., incorporated, capital stock $20,000; incorporators, Thomas F. McGraw, Jesse H. McNabb and James M. Moody.

Fairfax, Okla.—The Osage Grain & Eltr. Co. has had an automatic eltr. scale placed in its eltr. with a capacity of 1,000 bus. per hour, furnished by the Richardson Scale Co.

PENNSYLVANIA.

PHILADELPHIA LETTER.

Among the recent new members of the Commercial Exchange are the Shane Bros. & Wilson Co. and Miller & Co., New York.

Frank Hoguet, who has charge of the lower end desk on the grain floor of the Exchange, is slowly convalescing at his home after weeks of severe illness.

Chairman Samuel L. McKnight, of the grain committee of the Commercial Exchange, since his victory for the feed trade is being styled "Old Constitutional."

The floor committee of the Commercial Exchange have placed "high heeled" chairs at each one of the gates and Uncle Joe Haasz occupies one with the dignity of a country justice of the peace.

Since a quadricennial truce has been declared between the Pennsylvania Railroad and the Western Union Telegraf Co. the grain trade here anticipate a more satisfactory wire service by the latter.

The Pennsylvania State Agricultural College with the pure food interests have been examining 75 distinct brands of breakfast and other foods. Even the grain and feed trade here are anxious to know what the report will bring forth.

President James L. King of the Commercial Exchange of this city, who is a resident of West Chester, Pa., and was highly honored by the Grain Dealers National Association which chose him a Vice President, received a great ovation upon his return here by the members on the grain floor.

Twenty-eight steamers took out during September 191,081 barrels of flour, 1,414,962 bushels wheat, and 101,520 bushels of corn to London, Hamburg, Liverpool, Antwerp, Kingston, Rotterdam, Manchester, Glasgow, Copenhagen, Cork, and Leith. The increase in receipts for nine months compared with the previous year was flour 737,565 barrels and wheat 6,199,563 bushels. The export increase during the same period was, flour 226,380 barrels, wheat 6,178,870 bushels. During September 648,962 more bushels of wheat were shipped abroad than for the same months in 1906.—S. R. E.

SOUTH DAKOTA.

Tripp, S. D.—We are out of the grain business.—Doering & Hirsch.

Miranda, S. D.—J. T. Scroggs will erect an eltr. here this fall.

Hoven, S. D.—The Eagle Roller Mill Co.'s new eltr. is in operation.

Bruce, S. D.—E. A. Holm is the new mgr. of the Farmers Co-op. Co.

Junius, S. D.—J. G. Ostroot & Bro. have succeeded T. A. Johnson.

Grover, S. D.—G. H. Hazen is the new mgr. of the Northwestern Eltr. Co.

Lily, S. D.—I'm turning grain away for I can't get cars to ship out.—R. E. Parks.

Hitchcock, S. D.—W. W. Wright is the new mgr. of the Eagle Roller Mill Co.

Lake Preston, S. D.—H. B. Erickson is the new mgr. for the Eagle Roller Mill Co.

Seneca, S. D.—John Reiner has the lumber on the ground and will erect an eltr.

Herrick, S. D.—The new eltr. of Caspary & Simons is being finished by John DeKay.

Castlewood, S. D.—Chas. Adams has succeeded Adams & Skinner in the grain business.

Sherman, S. D.—The eltr. of the New London Milling Co. recently burned will be rebuilt.

Mitchell, S. D.—The attendance at the corn palace is breaking the records of former years.

Butler, S. D.—Frank Riley is the new mgr. for Potter, Garrick & Potter of Webster, S. D.

Groton, S. D.—The Empire Eltr. Co. opened its eltr. about Aug. 10, with Carl Rust in charge.

Winfred, S. D.—J. G. Ostroot & Bro., of Lake Preston, have succeeded the Winfred Eltr. Co.

Cresbard, S. D.—The Eagle Roller Mill Co. has completed an eltr. here. C. Tenold is the mgr.

Lily, S. D.—E. W. Ketcham is having 10,000-bu. addition built to his eltr. T. Coyle is the mgr.

Norden Sta., Brandt P. O., S. D.—C. W. Derr of Mitchell is building an eltr. here and one at Hayti.

Lily, S. D.—John Larkin recently bot the eltr. of the Independent Eltr. Co. A. Moseson is the new mgr.

Webster, S. D.—The Webster Grain Co. has installed an electric motor in place of its gasoline engine.

Iroquois, S. D.—C. W. Stoner now operates two eltrs. here, having leased the plant of the Western Eltr. Co.

Badger Sta., Mitchell P. O., S. D.—John Weidenkopf has his new eltr. completed and is ready for business.

Loomis, S. D.—The farmers have let the contract to L. Buege for the erection of an eltr. to be completed Nov. 1.

Aberdeen, S. D.—Pat Daley has not leased our eltr. as reported in this column, Sept. 25.—Aberdeen Eltr. Co.

Aurora, S. D.—We need cars and need them badly. Our eltr. is practically filled.—A. Stone, mgr. Farmers Eltr. Co.

Sinai Sta., Arlington P. O., S. D.—Hogenson & Peterson have their new eltr. completed and are now buying grain.

Aurora, S. D.—A. Stone is the mgr. of the Farmers Eltr. Co., which succeeded the Western Eltr. Co. several months ago.

Arlington, S. D.—The new railway line thru here will cut off our receipts one-half.—H. H. Swift, mgr. Atlas Eltr. Co.

Bryant, S. D.—Can't get enuf cars; filled to the roof. We will have to stop buying.—J. Erickson, mgr. Jones & Metcalf.

Claremont, S. D.—The Farmers Eltr. Co.'s house is completed and the firm is taking in grain.—L. Johnson is mgr. and pres.

Garretson, S. D.—The Farmers Eltr. Co. contemplates building a new house another year.—E. A. Bailey, agt. Atlas Eltr. Co.

Corona, S. D.—W. W. Stapleton, who was out of the grain business for two years, is again buying for the Empire Eltr. Co.

Arlington, S. D.—We haven't taken in a bu. of grain for 2 weeks. Our eltr. is full and we can't get enough cars.—Royhl & Co.

Vienna, S. D.—We will soon have to stop buying for our eltr. is filled. We can't get cars.—E. Hanger, mgr. J. G. Ostroot & Bro.

Kampeska, S. D.—The eltr. of the Farmers Eltr. Co. was completed Aug. 1, and the company is now buying with B. Jacobs as manager.

Castlewood, S. D.—Reid & Burge, buyers here for many years, have formed a partnership and purchased the house of the Western Eltr. Co.

Groton, S. D.—O. F. Edwards, who succeeded the Bagley Eltr. Co. several months ago, is now firmly installed here and doing a good business.

Nunda Sta., Rutland P. O., S. D.—The eltr. built by Hewitt & Connor Co., of Arlington, was sold to the Farmers Eltr. Co., which is now operating it.

Milbank, S. D.—The eltrs. here are pretty near filled up and if car shortage keeps up we'll soon have to stop buying.—F. A. Croal, mgr. Empire Eltr. Co.

Arlington, S. D.—We simply must stop buying for we can't get cars. Last year the shortage was not so early in the season. J. H. Cross, of Hewett & Connor Co.

Yahota Sta., Watertown P. O., S. D.—McBath & Selmser completed their eltr. here and started to buy grain Sept. 1. This is a new town on the M. & St. L. R. R.

Henry, S. D.—Cars are terribly scarce. We could not buy blue stem or durum wheat for two weeks for our eltr. is filled up.—H. J. Ralph, mgr. Farmers Union Eltr. Co.

Garden City, S. D.—The new eltr. for the Farmers Eltr. Co. is rapidly nearing completion. This will give the firm two houses at this station with a capacity of about 40,000 bus.

Willow Lakes, S. D.—L. H. Smith, who has been buying grain for the Northwestern Eltr. Co. at Vienna for the past 6 years, has accepted the same position with the same company here.

Ferney, S. D.—The Western Eltr. Co.'s house is not in operation and has not been operated for five years. It is now in such shape that it can not be operated unless completely overhauled.

Trent, S. D.—The eltr. of the W. W. Cargill Co. has recently been bot by a company of farmers. S. M. Sorenson, who has been in charge of the eltr. for several years, will be retained.

Butler, S. D.—The plant of the Farmers Eltr. Co. is completed and the company has started to buy grain. The house of The Farmers Eltr. Co. was completed Sept. 4. E. D. Richards is the buyer.

Elkton, S. D.—The Farmers Eltr. Co. opened for business on Friday, Sept. 13, an unlucky day; but Mr. F. W. Heintz, the mgr., reports business so good that the hoodoo evidently failed to make his appearance.

Elkton, S. D.—The Wolheter Eltr. Co. has increased its storage capacity to 40,000 bus., by fixing up the old warehouse to hold oats. The firm put in a spout from the eltr. to the whse. F. M. Melick is the mgr.

Lake Preston, S. D.—H. R. Colson is the new buyer for W. W. Cargill Co. The Co-operative Eltr. Co. has built an office and installed 2 new conveyors. The eltr. has been generally overhauled. K. Nelson is the mgr.

Groton, S. D.—W. Sullivan, mgr. Atlas Eltr. Co., manages to keep pretty busy from morning to night. When no loads are coming in he puts in his time fixing and repairing in and around the eltr. He just placed new platform on the scale.

Henry, S. D.—H. J. Ralph succ'd G. B Patterson as mgr. for the Farmers Union Eltr. Co. Last year the strain of the grain came near pushing out the sides of the eltr., so to prevent any possible mishap the company has had the house braced with iron rods.

Rauville, S. D.—A. Miller is the new mgr. of the Northwestern Eltr. Co., and Chas. Welch is the new mgr. of the Cargill Eltr. Co. A. J. Hanten is the old buyer here for the McCaull-Webster Eltr. Co. Receipts are light and one eltr. could take care of all the grain.

Forestville, S. D.—All new buyers here: F. H. Doedon for McCaull-Webster Eltr. Co., A. Markle for Northwestern Eltr. Co., J. W. Shinnick for McIntyre-Ingold Co. The boys have all acquired the staring habit, always looking for empties which are very scarce.

Bristol, S. D.—All the eltrs. are full here, and we can't get enough cars to ship out. There are strings of empties in yards close by but the railroad companies will not get them up here. We've been after them time and again but achieved no results.—T. W. Stevens mgr. Empire Eltr. Co.

Andover, S. D.—The house of the Farmers Eltr. Co. will be completed in about six weeks. The eltr. will hold 40,000 bus. of grain. W. Evans is mgr. and vice pres. Last year the four eltrs. marketed about 450,000 bus. of grain and it is expected that just as much will be marketed this year.

Bristol, S. D.—The Webster Grain Co., of Webster, S. D., bot the eltr. of the Geo. C. Bagley Eltr. Co., and opened the plant Sept. 1st, with N. J. Sorum in charge. The eltr. was overhauled, horsepower was removed and a Fairbanks Gasoline Engine installed. A large roomy office was built adjoining the eltr.

Burbank, S. D.—The A. A. Truax eltr. at this place, which was burned Aug. 19, is being rebuilt by J. B. Hatch. The new plant is to be up-to-date and will have a capacity of 25,000 bus. We will

be doing business in a very short time as Mr. Hatch has a large crew of good workmen.—W. C. Cheney, agt. A. A. Truax.

Corona, S. D.—We have a good crop this year. The grain is in finer condition to handle than for the ten past years and now we can't get cars which is knocking us out of a lot of money we might make. The eltrs. are about filled up and in very short time we will not know what to do with grain hauled in.—J. F. Dawson, mgr. Gold & Co.

Vienna, S. D.—There are three new buyers here: W. Moller for W. I. Thompson; T. Griffiths for Minnesota & Western Grain Co., which recently succeeded McHugh, Christensen & Co., and K. E. Seim for the Northwestern Eltr. Co. E. Hanger for J. G. Ostroot & Bro., is the only old buyer here and he is complaining about the new boys paying way above list prices.

Groton, S. D.—G. I. Hargrow, for five years buyer here for the Western Eltr. Co., is now with the Eagle Roller Mill Co. Mr. Hargrow has had the latter plant completely overhauled, new foundation put in and it is now in fine shape. The Western Eltr. Co.'s plant is closed. The company had several buyers here who tried to operate it but each and everyone failed to make a success of the undertaking.

Watertown, S. D.—The Farmers Eltr. Co.'s new eltr. is completed and the firm started to buy grain Sept. 3, with H. Krier as mgr. Outside of the mill eltrs., there are now 5 eltrs. here. Three elevators could easily take care of the grain marketed at this point. W. M. Murphy & Co., who succeeded the Western Eltr. Co., made several efforts to dispose of this plant to the Farmers Eltr. Co., but could come to no agreement.

Garretson, S. D.—The Stock & Grain Co. was organized recently. The capital stock is $5,000. J. T. F. Burns, pres.; John R. Powers, sec'y, and E. E. Cross, treas. The farmers had planned to buy the eltr. of J. F. Sophy but were a little too late, and will have to make other arrangements. Fresvik, Larson & Co. have bot the eltr. of J. F. Sophy. The company is composed of Nels Fresvik, Arne Larson and Jacob Arneson. The consideration was $3.000. Mr. Sophy expects to go to the Pacific coast.

Arlington, S. D.—Royhl & Co. contemplate erecting two eltrs., one on the new extension of the So. Dak. Central and one on the siding of the Northwestern line near here. Hewitt & Connor Co. will soon be taking in grain in their new eltrs. at Badger, Norden and Sinai and expect to build at once an eltr. at Hayti. These eltrs. will have a capacity of 35,000 bus. and are on the new line of the So. Dak. Central. A 200-ton coal shed will be built in connection with each eltr. C. P. Swift of Iroquois is the new mgr. for G. W. Van Dusen & Co.

Baltic, S. D.—W. G. Milne, proprietor of the Baltic Roller Mills, has made complaint against the Huntting Eltr. Co., and the South Dakota Grain Co. charging them with illegal competition in the sale of coal, flour, salt and grain. Complainant alleges that the two eltr. companies have conspired together to put the prices of the side lines of the eltrs. so low as to eventually force other concerns out of business. P. W. Dougherty of Dell Rapids, assistant atty.-gen. of South Dakota, has examined several witnesses, all in the employ of the local eltrs and the milling company, with a view to prosecuting the alleged offenders.

SOUTHEAST.

South Boston, Va.—I have closed out my brokerage business.—John N. Bane.

Norfolk, Va.—S. D. Scott & Co. will install an automatic scale in their eltr., furnished by the Richardson Scale Co.

Boydton, Va.—Malone & Loyd have dissolved partnership. R. A. Loyd is now located at Clarksville.—J. C. Malone.

Huntington, W. Va.—Mossman Bros. Co., incorporated, capital stock $50,000; incorporators, Dan A., John W. and G. Mott Mossman, W. E. Upton and Hugh Smith.

Montgomery, Ala.—The West-Stegall Grain & Commission Co. will install an automatic scale in its eltr. to put grain and meal into bags, furnished by the Richardson Scale Co.

Milford, Del.—Draper, Davis & Co.'s eltr. had been overloaded and the side bulged and caused a loss which could not be estimated. The wheat ran over the wharf's edge into the creek.

Spartanburg, S. C.—We are a new firm starting up anew. There are no eltr. people here. We all buy mostly from the west in car load lots already sacked.—Spartanburg Wholesale Grain & Feed Co.

TENNESSEE.

Nashville, Tenn.—J. S. Rose & Co. contemplate building an eltr., and will incorporate a company, to operate the house.

Nashville, Tenn.—Byrd Douglas & Co. suffered very heavy loss by fire on Sept. 26, their large grain and hay warehouses having been completely destroyed. Loss, $135,000; insurance on buildings and contents, $90,500. Considerable of the damaged grain has been removed.

Nashville, Tenn.—Marion W. Savage, pres. of the International Stock Food Co., of Minneapolis, has brot suit in the United States Circuit Court to restrain the Commissioner of Agriculture from enforcing Chapter 426 of Acts 1907, known as the commercial feeding stuffs law.

Nashville, Tenn.—The West End Eltr. Co., incorporated, capital stock $25,000; incorporators J. C. McLemore, C. Perry Snell, H. C. Conner, M. E. Hudson and D. W. Johnson. The company was organized to increase the business facilities of the McLemore Grain Co. The company will operate the eltr. and conduct the business as formerly. The eltr. will be enlarged, when completed it will have a capacity of 25 cars of sacked grain per day, 10 cars of bulk grain and 10 of hay. About $10,000 will be spent on improvements.

Memphis, Tenn.—Since Webb & Maury purchased the Merchants Eltr. they have decided to remodel the plant to increase the bin capacity to 100,000 bus. and the handling capacity to 30 to 35 cars in and as many out, per day. They have employed Fred Friedline to get out the plans and they include receiving leg with 22x7 cups, 100,000-lb. hopper scale; 36-in. belt conveyors for unloading 7 cars at one setting, 10 new sacking bins; new cupola; 10x36 double roll mill; chop eltr. leg with 11x7 cups; and automatic sacking scales. The entire plant will be driven by alternating current electric motors. A warehouse also will be erected, 49x50 ft., 2 stories high, for sacking and storing sacked grain and feed. Plans for a hay warehouse have been completed for the firm by Fred Friedline. The building will be of concrete and brick, 90x120 ft., 2 stories high, gravel roof, and will be equipped with dormant warehouse scales and power driven eltr. The first floor is to be a granite top on 6 inches of cement, laid on 8-in. cinder fill. Contracts are being let for the excavating, concrete and brick work; the remainder of the work to be finished by the architect and owners.

Memphis, Tenn.—John Wade & Sons on Oct. 9 awarded the contract to Fred Friedline to get out plans and let material contracts for a modern eltr. of 70,000 bus. capacity with a receiving capacity of 32 cars per 10 hours. The plant is to be equipped with double receiving sinks, belt conveyors, hopper scale with 2,000-bu. hopper, one 1,000-bu. and two 500-bu. garners; large double receiving separator, double roller mill for corn chops; and two Fairbanks Union 6-bu. sacking scales. The 30 bins will be overhead with story of framework underneath; and the power will be electric. The plant is to cost $20,000, work to be commenced Nov. 1 and finished Feb. 15.

TEXAS.

Amarillo, Tex.—The Amarillo Mill & Eltr. Co. has bot an automatic scale of the Richardson Scale Co.

Terrell, Tex.—The warehouse of the Terrell Grain & Eltr. Co. was burned Sept. 29 at 10 o'clock p. m. Loss, $3,000; with no insurance.

Houston, Tex.—The stench arising from the grain burned in the Standard Mills fire is creating complaint. The Standard Milling Co. is clearing away the ruins preparatory to rebuilding.

Galveston, Tex.—Exports from Galveston during September were 1,499,760 bus. of wheat and 471,427 bus. of corn; compared with 3,738,560 bus. of wheat and 137,428 bus. of corn for September, 1906, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Port Arthur, Tex.—Chief Grain Inspector A. R. Ware has taken over a large office formerly occupied by the harbormaster and is having it fitted up to meet all requirements for grain inspection. Mr. Ware has completed a system of records of all details pertaining to the department.

Ft. Worth, Tex.—Eight small steel handling bins in the eltr. of the Texas Grain & Eltr. Co. of this city fell in a month ago. No damage to eltr. None of the employes were hurt and work at the plant was not stopped. Damage to bins is being remedied and plant will be in operation in a few days.—H. B. Dorsey.

Collinsville, Tex.—Our plant was totally destroyed by fire Oct. 1. Total loss, $15,000; insurance, $5,500. The plant had just been completed and was one of the most complete cornmeal and feed mills in Texas, as well as a transfer eltr. The company will rebuild at once. We have no clue as to the cause of the fire.—The Collinsville Mill & Eltr. Co., W. M. Black, mgr.

WASHINGTON.

Hatton, Wash.—The farmers here are thinking of building a new union eltr. for next year's storage. It is the inten-

tion to do away with the sack proposition by erecting a building for the shipping and storage of grain in bulk.

Tacoma, Wash.—Balfour, Guthrie & Co. have leased the grain eltr. of the Great Northern Steamship Co., at Smith's Cove, and will use it in shipping grain from the Sound to the United Kingdom. The eltr. has a capacity of 250,000 bus.

Seattle, Wash.—The Washington Grain Commission held a session of its annual meeting at this city Sept. 20, the first time since the creation of the commission that it has met at Seattle. The Commission is composed of Chief Grain Inspector J. W. Arrasmith of Colfax, chairman; R. C. McCroskey of Garfield, and W. H. Reed of Tacoma. The Commission has been considering the classification of gold coin and forty-fold wheat. When grown in a damp region it is said these varieties are not up to the standard of blue stem.

Olympia, Wash.—The Washington Railroad Commission has issued a joint rate over various Washington railroads on wheat, terminal rates on hay, oats, barley and mill feed extending over the Northern Pacific to points on Grays Harbor, on Willapa Harbor and to Bellingham, Sumas and intermediate points; and has ordered the Great Northern to make a joint rate with the Northern Pacific on wheat to Tacoma. The orders, however, allow a $1 per car maximum switching charge. These orders are based upon testimony taken at an extended hearing here this summer, and will go into effect under the law 20 days after service of the orders upon the respective companies. Accompanying the joint-rate order on wheat is an extended opinion written by Chairman Fairchild, of the Commission, and approved by Commissioners Lawrence and Jones. The opinion says that about 35,000,000 bushels of wheat are annually produced in Eastern Washington and that for years past the territory has been divided into zones for the purpose of fixing the rates to be charged to Puget Sound or Portland. "If a joint rate were established the farmer would store his wheat at the most accessible point. The more active buyer and the best hustler would, as in other lines, get the greater volume of business. Prices would be equalized at non-competitive points, and the movement of traffic would not be materially affected. What the O. R. & N. would lose by having wheat diverted at competitive points would be offset by the gain in having the wheat stored in the warehouses on its line at semi-competitive points, which, being so stored, would naturally seek the market over one road, other advantages being equal. On the other hand, if the difference in price is due to the superiority of the Sound market over Portland, then it is of equal or greater necessity that the farmer have the advantage of the better market if this can be procured for him without an unjust burden being cast upon another." The opinion points out that wheat, oats and barley in the Western classification used by all roads in the west are classed as grain, and for more than 20 years were moved by the roads in this state at the same rate. It is pointed out that this fact and the fact that the roads voluntarily made joint rates on oats and barley and for a time on wheat and that the Great Northern and Inland now have such a rate on wheat raise a strong presumption that a joint rate on wheat would be remunerative. It is pointed out that the Northern Pacific now hauls wheat from points reached by the O. R. & N. in the Palouse via Marshall Junction or Pasco en route to the Sound and that under joint rates the O. R. & N. would deliver the wheat either at Wallula or Spokane to the Northern Pacific in practically a similar haul. In any event the opinion says an allowance of $1 per car for switching charges from one road to another, to be divided by the companies as they may agree, added to the present Sound terminal rate, would be sufficient for a terminal joint rate.

WISCONSIN.

Hixton, Wis.—Cargill & Co. have erected an eltr. at this place.

Pepin, Wis.—The R. E. Jones Co. has let the contract for the erection of an eltr.

Stanley, Wis.—G. A. Buck of Eau Claire is thinking of establishing a grain eltr. at this place.

Adell, Wis.—N. Saemann & Co. have installed a new Fairbanks-Morse Gasoline Engine in their eltr.

Milwaukee, Wis.—The Atlas Feed Products & Milling Co. is making plans to rebuild its burned plant.

Superior, Wis.—Bonded bins have been set apart in Great Northern Eltr. A for Canadian grain in transit.

Appleton, Wis.—The Wisconsin Malt & Grain Co. has increased its capital stock from $40,000 to $200,000.

Superior, Wis.—A fire broke out in the machine room of eltr. A of the Great Northern Eltr. Co. Oct. 7, but was promptly extinguished.

Osceola, Wis.—The new eltr. of the Osceola Mill & Eltr. Co. is nearing completion. It will be 105 ft. high and will have a capacity of 50,000 bus.

Spring Valley, Wis.—The Logan-Sieberns Co. has succeeded the Tanberg-Sieberns Co., dealers in grain, lumber and implements at this place and Elmwood.

New Franken, Wis.—The Kewaunee Grain Co. is out of the business here. I operate the flat house here on the K., G. B. & W. and load out about 50,000 bus. a year.—Albert L. Greiling.

Sparta, Wis.—The eltr. of the H. E. McEachron Co. was burned Oct. 4. It is thought that a spark from a locomotive was the cause. The loss on the grain was $3,000; insurance, $1,500.

LaCrosse, Wis.—F. E. McCracken of Chicago, has succeeded Frank S. Walker as local mgr. for Miner & Co. Mr. Walker expects to open a grain and stock brokerage office on his own account.

Milwaukee, Wis.—Members recently elected to membership in the Chamber of Commerce are Thomas McAuliff, Charles A. McGinley, William E. Mereness, Van John Larkin, Charles E. Dingwall, Albert R. Taylor and Charles C. Morris.

Appleton, Wis.—Henry Servaes, of Belgian, and formerly agent for the Northern Grain Co.'s eltr. at that place, has succeeded H. S. Holbrook as agent for the same company here. Mr. Holbrook has been manager for the company here for six years.

Milwaukee, Wis.—The chief of the fire department and the building inspector notified J. M. Riebs of the American Malting Co. that the eltr. which was damaged by fire recently ought to be rebuilt, but they do not feel justified in ordering it completely rebuilt. The building below


TRIUMPH POWER CORN SHELLER
C.O. BARTLETT & SNOW CO.
CLEVELAND O.

ROPE! ROPE! ROPE!
Jupiter Transmission Rope
Marline-covered wire, strong as plain wire, pliable as Manila, better than either.
Special Grain Shovel Rope
An Elevator Superintendent said last week at Cincinnati: "On our Shovels your rope outwears twenty Manila ropes."
Special Car Pulling Rope
Most Economical Rope on the market for this purpose
DURABLE WIRE ROPE COMPANY
BOSTON. 26-30 Atlantic Ave. CHICAGO: 32 S. Canal St.

℞

+ FUMA =
Live weevil plus a little Fuma equals dead ones every time
Fumigate Your Elevators and Mills With
FUMA
The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.
10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter
EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

Non-Freezing Cooling Water
You don't have to empty the cooling tank of your engine every winter night. Add 4½ pounds of "Rhodes Calcium Chloride" to every gallon of water and keep it from freezing. It won't freeze, rust, or injure your tank. It lasts all winter. Let us quote you prices with full information.
JAMES H. RHODES & CO.
117 E. Kinzie Street, CHICAGO

the bins must be of fireproof material, reinforced concrete being suggested.

Milwaukee, Wis.—The complaint of the Chamber of Commerce against the three railroads at this city is one of the 29 cases set to come before the Wisconsin Railroad Commission during October. The complaint sets forth that the railways have in effect the following rule at Milwaukee: "On all grain subject to state or board of trade inspection received on or before 8 a. m., disposition shall be given by 6 p. m. of same day, provided inspection has been made." And the same railways have in effect the following rule in Chicago: "Cars that contain grain in bulk which is inspected by state officials will be allowed 48 hours (two days) free time for disposition from first 7 o'clock a. m. after inspection, which will be considered a notice to consignee of arrival." The petitioner claims that the grain arriving at Milwaukee is handled under the same terms and conditions as grain arriving at Chicago, and that the railway companies should accord Milwaukee the same privileges they do on grain arriving at Chicago.

Superior, Wis.—The suit by the Duluth-Superior Milling Co. against the Wisconsin Grain & Warehouse Commission has been adjourned from Oct. 4 to Oct. 9. Depositions by Clement Stern of Milwaukee; A. L. Kern, Milwaukee; John J. Crittenden, Milwaukee, and Geo. M. Heath of the Listman Mill at La Crosse, have been taken, with a view to showing that the Superior grain inspection law is class legislation, applying only to mills at this city. G. W. Spalsbury, grain buyer for the milling company, testified that he had ceased to even try to buy grain at Superior because the dealers on the Duluth Board of Trade would not sell to them if they bot there. The only offer of wheat at Superior, that he remembered, was made him by a bucket-shop firm. Homer Fowler told of the alleged practices of blowing part of the grain out of the grain in the eltrs. and mills before the grain was weighed. In the suit by the Globe Eltr. Co. against the Commission Judge Sanborn at Madison has refused to modify the injunction restraining the Commission from enforcing the inspection law.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at $200.

Resolutions were recently passed by the Bd. of D. permitting the delivery of contracts in this market for grain stored in Chicago public eltrs., and submitting a list of those approved.

Credit is due the railroads for their efforts to handle all grain promptly which is heartily appreciated by the trade. While there has been some inevitable delays, generally the arrivals are quickly dispatched. Compared with a year ago the local yards are in better shape.

Some efforts to work barley from the other side of the country (Pacific Coast) in this market have been made but the real article has not arrived. It is hardly probable that much success will attend these efforts in view of the malting qualities, as well as quantity, of the cereal tributary from the several nearby states, and there is always the possibility of "overdoing" the demand.

As a final settlement in the estate of Wm. Gerlach & Co., a claim for $258,835 against the estate of Geo. W. Goes, who committed suicide June 29, 1905, will be withdrawn by the trustee of the bankrupt company, under the general allegation of fraud, and the estate will pay a claim of $35,837 against it in full. It appeared that there was some doubt as to the legal right of the trustee of the bankrupt company to collect the claims against the Goes estate.

To describe the antics of the barley market for the past two weeks would be well nigh impossible. To say the least it has had almost too much of the good thing and is now in somewhat of a sickly state. Top price was $1.06. Unless there is a special demand for it, low grades of barley do not find ready sale, only the choice qualities being readily taken. With the rush to take advantage of present prices the "to arrive" end is drawing an enormous business.

Since the Illinois Central Railway withdrew its rates from this market last August the subject has been made the basis of discussion on more occasions than one, but no action has been taken. The difficulty over the withdrawal does not end here, however, for when shipments originating on this road are billed to Milwaukee the longest and most expensive routing is used by the company. The Milwaukee market has already been given its full share of discrimination and the time has about arrived that the proper officials should be up and doing.—

By order of the board of directors, and after being submitted to a vote of the members, amendments to the rules of the C. of C. were carried, Oct. 9, relating to charges for interest and quantities constituting carloads, viz: Rule 32, section 8, was amended as follows: "In addition there shall be charged such expenses as are necessarily incurred in caring for the property and guarding the interest of both the consignor and consignee, including interest on advances at not less than 6 per cent per annum. And when the amount of interest accrued on any current account for any calendar month shall not exceed fifty cents, such interest may be waived." "When a settlement is made on each or any account of sale and no interest accrues on the account for the same account during the same calendar month, there shall be charged in the account of sale interest on the advances against the property accounted for, except that interest amounting to less than twenty-five cents on any one account sale may be omitted."

Sections 9 and 10 have been changed to read 10 and 11 respectively, and a new section 9 has been inserted: "On all consignments or purchases of grain, feed or seeds, when shipped to Milwaukee, the receiver or purchaser, as the case may be, shall charge interest on any sum advanced on such consignment or purchase at not less than 6 per cent per annum."

Rule 17, section 1, was amended as follows: "In buying or selling by the carload it shall be the rule unless otherwise specified that the following quantities constitute a car-load: wheat, 1,000 bus.; corn, 1,000 bus.; oats, 1,500 bus.; barley, 1,000 bus.; rye, 1,000 bus.; flax, 800 bus.; grain screenings, 40,000 lbs.; shorts and middlings in bulk, 40,000 lbs.; bran in bulk, 30,000 lbs.; bran in sacks, 35,000 lbs.; timothy, clover, millet and hungarian seed, 36,000 lbs.; red dog flour, 40,000 lbs.; provided, however, that as to sales of carloads at Milwaukee the actual quantity contained in such car-loads shall be delivered by the seller and accepted by the buyer, but in case such car-loads are bought for shipment and contain less than the minimum quantity required by the carrier in order to obtain car-load rates of freight, then the seller shall be required either to make up the difference in quantity or pay the difference in freight to point of destination."—Slits.

Grain Carriers

A line of private hay cars has been built for the R. P. Lipe Co., of Toledo, O.

The National Ass'n of Railway Commissioners held its annual convention Oct. 8 at Washington, D. C.

Car shortage complaints continue to pour in on the Oregon Railroad Commission in unceasing volume.

Edw. A. Moseley, secy. of the Interstate Commerce Commission, recently suffered a stroke of apoplexy.

Iowa grain shippers are complaining of the shortage of cars on the Great Western and the Illinois Central.

The branch of the Chicago, Indianapolis & Louisville from Wallace Junction to Shirley Hill, Ind., 55 miles, was completed Oct. 1.

Complaints of car shortage at four stations in sonthern Nebraska have been filed with the state railroad commission by grain shippers.

Allison Mayfield, chairman of the Texas Railroad Commission, declares that "uniform classification is visionary and absolutely impracticable."

The Northern Pacific, it is said, will extend the line between Pelican Rapids and Fergus Falls, to Lake Park, N. D., to a connection with its main line.

Interstate Commerce Commissioner Franklin K. Lane on Oct. 2 began hearing complaints at San Francisco of rebates granted favored shippers by the Southern Pacific.

The Standard Oil president failed to substantiate the charges that his company had been singled out when scores of other shippers were equally guilty of accepting rebates.

A discussion of proposed amendments to the new uniform B/L will be had at New York Oct. 11 by representatives of the National Hay Ass'n and a dozen other commercial bodies.

The extension of the C., M. & St. P. R. R. has been completed from Mobridge to McIntosh, S. D., 59 miles. Rails are being laid at the rate of a mile a day on the route to the Pacific Coast.

Frank Harriott, chairman of the trunk line grain committee, has resigned, and will have no successor, as the enforcement of the new interstate commerce law has given sufficient stability of rates.

C. E. Spens, G. F. A. of the C., B. & Q. R. R., has sent a circular letter to agents that all communications from state railway commissions must be referred immediately upon receipt, to headquarters at Omaha.

A brief opposing the adoption of the uniform B/L in its present form has been presented to the Interstate Commerce Commission by E. E. Williamson, commissioner of the Receivers & Shippers Ass'n of Cincinnati.

It is believed that new grain tariffs will be issued by the railroads from Nebraska and Kansas points to benefit Iowa feeders and millers, whereby points nearer

the Missouri will get a lower rate than to the Mississippi River.

Indictments for granting rebates were returned against the Southern Pacific Ry. and the Pacific Mail Steamship Co. Sept. 27 by the federal grand jury. The finding contains 124 counts, and the maximum fine is $2,480,000.

Resolutions of the Ohio Grain Dealers Ass'n and the Ohio Shippers Ass'n opposing the proposed uniform B/L will be presented to the Interstate Commerce Commission by J. W. McCord, secy., at the hearing at Washington, Oct. 15.

Scarcely any thru freight has moved during the week ending Oct. 7 on the Northern Pacific from Jamestown, N. D., west, on account of the boilermakers' strike. Grain shippers in eastern North Dakota are suffering from delay in getting cars.

A committee of the American Bankers Ass'n will appear before the Interstate Commerce Commission at Washington, Oct. 15, with a substitute for the proposed B/L, which the committee was instructed to prepare at the meeting Sept. 23 of the bankers at Atlantic City.

Five cars of wheat were wrecked recently in the Great Northern yards at Minneapolis. The wheat was spilled. The shippers whose consignments arrive short can guess the cause. One car loaded with wheat was wrecked and broken up at Stillwater recently on the Milwaukee road.

Weekly bulletins of the car situation on the Hocking Valley Railroad will be issued by Thos. R. Limer, superintendent of car service. In the first of these weekly bulletins Mr. Limer reported a shortage of 140 cars on the Toledo division, 299 on the Hocking division and 77 on the river division.

Governor Deneen of Illinois in his message to the Legislature Oct. 8 laid stress on the improvement of the Illinois section of the lakes to the gulf deep waterway, suggesting the creation of a waterway fund out of the water power revenues. When fully developed and marketed this water power, Governor Deneen states, will be equal as a going concern to nearly the entire cost of a waterway thru the state.

Representatives of the legal departments of 14 states met at St. Louis, Mo., Sept. 30 and Oct. 1. A permanent organization was formed with Herbert S. Hadley of Missouri as pres. and Wm. H. Dickson of Colorado as secy.-treas. The convention resolved that suits in the federal courts by persons interested in corporations to restrain the corporations from obeying state laws should be prohibited. A committee was appointed to prepare a draft of anti-trust legislation to be sent to the atty.-gen. of every state.

The President's trip down the Mississippi was very successful in promoting general interest in the improvement of waterways. It is hoped that the increased appropriations to be made for rivers and harbors will not be squandered. In his speech at the Memphis waterways convention the President said that the main streams should be improved first, and referred to "works which should never be undertaken until it is certain that they can be carried to completion within a definite and reasonable time."

Partly to provide cars the New York, New Haven & Hartford Railroad has issued recently $29,270,000 of additional stock. The per diem increase, the increase in the volume of traffic, and the Interstate Commerce law have united to demand more equipment. The road also will have to abandon its practice of holding the cars of western lines in the "New England graveyard," however lucrative it may have been. The stock of the road sold at 255 in 1902, 190 in January this year and has recently fallen below 140.

The Erie Railroad Co. has taken an appeal from the verdict of the jury in its suit against the Wanaque Lumber Co. to recover $200 in penalties. Judge Heisley, sitting in the New Jersey Circuit Court, in his charge to the jury referred to the $1 per day demurrage charge as unreasonable, as shipper had introduced evidence that the roads charged themselves only 20 cents per car per day for the use of equipment. This question is of such great importance to thousands of shippers that a final decision will be welcomed.

The grain rate rebate cases against the Great Northern road were decided against the road by the U. S. Circuit Court of Appeals at Denver, Colo., Sept. 23. The offenses charged in the indictment were rebates upon 15 distinct carload shipments of corn and oats by the W. P. Devereux Co. and the McCaull-Dinsmore Co. of Minneapolis, to Seattle. The Denver ruling is an affirmation of the law, that the Hepburn act is an amendatory act and not a repealing act; that its passage did not exempt violators of the old act from prosecution.

Any sum paid for the use of switch tracks, be it ever so reasonable, is a rebate under the law, is a recent ruling by Judges Grosscup, Banker and Seaman of the U. S. Circuit Court of Appeals, in the case in which the Alton and its traffic officials were fined for paying rebates to a packing firm at Kansas City for the use of the firm's tracks leading to the railroad company's tracks. This decision is of the widest application, since nearly every industrial corporation of magnitude has these switch tracks and is getting the rebate. One road alone is said to have 1,000 shippers thus favored.

One of the changes in the proposed uniform B/L to be suggested by the Millers National Federation to the Interstate Commerce Commission Oct. 15 is in paragraf three, "Claims for loss, damage or delay must be made in writing to the carrier at the point of delivery, or at the point of origin, within one year after delivery of the property, or in case of failure to make delivery, then within one year after a reasonable time for delivery has elapsed. Unless claims are so made the carrier shall not be liable. Carrier shall notify shipper of total loss within thirty days of such loss."

Geo. W. Neville, chairman of the B/L committee of the New York Cotton Exchange, alleges that "The highest courts of Alabama, Mississippi and North Carolina hold that parties making advances upon 'order' Bs/L are responsible for the quantity and quality of the shipment represented. In the majority of the states there is no legislation protecting advances of vast sums in the financing of the crops thru the medium of 'order' Bs/L. This proposed new uniform B/L, while it confers the great benefit of uniformity, does not protect merchants paying B/L drafts, bankers making advances on Bs/L or other third parties giving advances on Bs/L."

An amendment to the Interstate Commerce Act to prevent any sudden change in freight rates without first giving the shippers an opportunity to be heard is

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STANDARD ELEVATOR
For GRAIN ELEVATORS and MILLS
The simplest and most reliable lift for Grain Elevators that can be devised.
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Capital, $1,500,000. Surplus, $300,000
Approved by Chicago Board of Trade as a Margin Depository
We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.
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strongly advocated by the lumbermen of the Pacific Coast. Under the present procedure railroad companies simply file their tariffs, which become effective in 30 days. Then, and not till then, if a shipper feels aggrieved can he appeal to the Commission and the courts. In the meantime he must endure the unjust rate. Agitation for the proposed amendment has been begun by the *Timberman* and the Oregon and Washington Manufacturers Ass'n. In Canada the Dominion Transportation Commission must approve a rate before it can go into effect, and this absolute control of freight rates by the Canadian government has been very beneficial to that country.

A clause of the Louisiana B/L that some shippers wish incorporated in the new national B/L reads, "All notices or claims for loss or damage under this B/L shall be presented in writing by the shipper, consignee or party in interest to the nearest agent of the carrier intended to be held responsible therefor, within 90 days of the date of the delivery of the goods, in case of shortage or delivery in a damaged condition, and within 90 days of the date of the shipment of the goods, in case no delivery thereof has been made; otherwise the same shall be barred and conclusively presumed to have been abandoned; provided, that any notice or claim not returned or declined within 90 days after receipt there of by said railroad company shall be deemed to have been allowed by said company. All suits for loss or damage hereunder shall likewise be barred and conclusively presumed to have been abandoned and waived unless brought within one year from the date of shipment."

President Roosevelt, at St. Louis, said: "The American people will not tolerate the happy-go-lucky system of no control over the great interstate railroads, with the insolent and manifold abuses which have so generally accompanied it. The control must exist somewhere; and unless it is by thorough-going and radical law placed upon the statute books of the nation, it will be exercised in ever-increasing measure by the several states. The same considerations which made the founders of the constitution deem it imperative that the nation should have complete control of interstate commerce apply with peculiar force to the control of interstate railroads at the present day; and the arguments at Madison of Virginia, Pinckney of South Carolina and Hamilton and Jay of New York in their essence apply now as they applied 120 years ago. Only thus can we secure their complete subjection to, and control by, a single sovereign, representing the whole people, and capable both of protecting the public and of seeing that the railroads neither inflict nor endure injustice."

Imports and Exports of Hay.

Imports of hay for the seven months prior to Aug. 1, 1907, have been 38,736 tons; against 48,156 tons for the corresponding months of 1906.

Exports of hay for the seven months have been 41,101 tons; against 41,544 tons for the corresponding months of 1906, as reported by O. P. Austin, chief of the Buro of Statistics.

The Grain Dealers Journal is all right if you are in the grain business; and any grain office without the Journal is not complete and up to date.—H. J. Sternberg, Wichita, Kan.

Patents Granted

Gas Engine. No. 866,654. Victor Jakob, Columbus, O.

Gas Engine. No. 867,075. Otakar Podhajsky, Warren, Pa.

Spark Plug for Engines. No. 866,631. Wm. Diebel, Philadelphia, Pa.

Gas Engine. No. 867,279. Martin C. Kessler, Denver, Colo., assignor to the Kessler Motor Co., Denver.

Rotary Gas Engine. No. 866,693. John F. Southern, Wilmington, Del., and Henry J. Griest, Chester, Pa., Southern assignor to Griest.

Seed Corn Tester. No. 866,989. (See cut.) Clark E. Twamley, Alexandria, S. D. The seed germinator comprises a box having a detachable cover, is provided with a water discharge opening at the bottom, a series of trays in the box and a series of detachable numbered seed cups arraigned in the trays.

Gas Engine Starter. No. 867,122. (See cut.) Raleigh W. Godfrey, Elyria, O., assignor of one-half to H. F. Thompson, Lexington, O. A pump barrel has a spraying nozzle closed by a valve. Midway beneath the barrel is a heating pan, and above is a liquid receptacle filling the barrel when the plunger is drawn back.

Seed Corn Tester. No. 866,988. (See cut.) Clark E. Twamley, Alexandria, S. D. The germinator comprises a series of sections arranged one above the other and each containing a germinating bed, numbered strips for dividing the bed into compartments, and sheets of cloth between which the seed is arranged and which separate adjacent beds.

Gravity Conveyor. No. 867,350. (See cut.) Albert S. Dehler, Minneapolis, Minn. The roller comprises a rolled metal body portion having abutting in-turned longitudinally extended edges and out-turned flanges. The roller heads have flanges bent around the end flanges. Interlocked with the roller heads are headed trunnions journaled in ball bearing sockets.

Feed Regulator for Grain Separators. No. 866,941. (See cut.) Robt. A. Little, Buffalo, N. Y., assignor of one-third to E. T. Anson and one-third to C. L. Anson, Lockport, N. Y. The regulator comprises a hopper with an elongated opening, a roller provided with spaced circumferential grooves across its entire length, the roller being located across and below the opening of the hopper, spring-acting individual gates adjustable in the grooves.

Portable Elevator. No. 866,619. (See cut.) John B. Bushnell, Minneapolis, Minn. An elevator leg is intermediately connected to the upright supports of a frame by a pivot; and the endless belt in the leg is driven by a countershaft extending in the plane of the leg's pivotal movement. An inclined feed hopper is suspended from a crane and is provided with a discharge spout fitting loosely an inlet passage in the lower edge of the elevator leg.

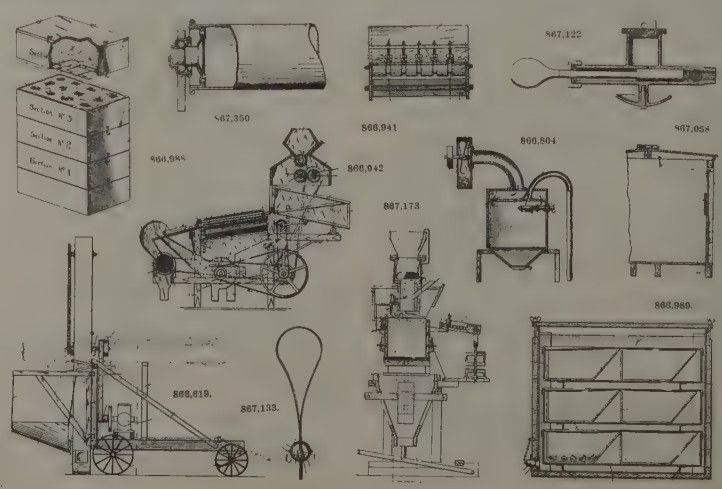
Automatic Weighing Machine. No. 867,173. (See cut.) Chas. E. Vail, New York, N. Y. The flow of material from the receiving hopper is regulated by pivoted feed gates which are closed suddenly when a projection on the scale beam releases a stop. Within the scale bucket is a movable division gate pivotally held to shift its position and discharge the draft after the feed is shut off. Directly under the scale bucket is a plunger to force the material out of the receiving hopper.

Car Seal. No. 867,133. (See cut.) John Holmer, South Chicago, Ill., assignor of one-half to Carl M. Strand, South Chicago. The shackle has near one of its ends an opening registering with an underlying portion of the shackle, the openings in the ends of the shackle being engaged by a locking dog. An elastic band surrounds the longitudinal member and underlying portion and retains the dog, first in its inclined position and afterwards in its locking position. Movably mounted on the shackle is a shell or casing member.

Grain Door. No. 866,058. (See Cut.) Peter S. Larson and Randolph C. Duea, Sharon, N. D. Metallic face plates are secured to the opposite sides of the door opening, extending from the top to the bottom and formed with vertical lock plate seats and vertical guide channels. The channels terminate at their lower ends in entrance passages, which are entered by headed trunnions on the upper portion of the grain door. The trunnions enter seats at the upper end of the channels to support the door in an elevated position. The face plates at the sides of the door opening are engaged by lock plates on the door.

Seed Cleaning Mechanism. No. 866,942. (See cut.) Robert A. Little, Buffalo, N. Y., assignor of 1/5 to Elmer T. Anson and 1/5 to Chas. L. Anson, Lockport, N. Y.; 1/5 to Emma Taft and 1/5 to Arthur F. Kraft, Buffalo, N. Y. This machine is a bean cleaner having elastic dirt crushing roller, vibrating grading sieves, an endless carrier moving across the path of the beans, a pivoted adjustable rake operating at one end of the endless carrier and means for intermittently raising the pivoted rake. Underneath the endless carrier is a cleaning brush, to remove the pods, dirt, flat stones and split beans.

Pneumatic Conveyor. No. 866,804. (See cut.) Samuel Olson, Chicago, Ill. The receptacle has a hopper bottom, a horizontal-



ly disposed partition arranged therein near its upper end and having inlet and outlet openings therein, a suction pipe passing thru the top of the tank and connected to the partition in alinement with the inlet opening, a sprayer discharging into the receptacle below the partition and in alinement with the inlet opening, an air exhaust pipe connected to the top of the tank, and communicating with the tank above the partition, an exhaust fan mounted in a chamber to the opposite end of the exhaust pipe, an extension suction pipe secured to the lower end of the air suction pipe, and a discharge valve arranged in the apex of the hopper bottom.

Converting Condition Percentages Into Bushels.

The U. S. Dept. of Agri. has always contended that the crop conditions as published from time to time during the growing season admit of no expression in bushels.

Private statisticians, as well as those employed by the grain exchanges, in response to the popular demand for estimates of probable yield based on the condition figures reported on the 10th of each month, have resorted to various methods of calculation, none of which have been officially recognized.

Recently the New York Produce Exchange has abandoned the method of estimating which its statistician has followed for twenty years for the following: "Take the average condition of the growing crop for a five-year period by months, instead of the annual harvest, and figure therefrom in the same way as the 'at harvest figures' have heretofore been applied."

The method discarded was to take the average value in bushels per acre at harvest, of a condition of 100 for a series of years, and then figure from that the yield per acre of the government's "condition" on each recurring month. When the yield per acre is thus established it is readily applied to the government's official report of total acreage.

Oscar K. Lyle, a member of the committee on information and statistics of the Produce Exchange, says:

"The abandoned method was under just criticism in that it made no recognition of the declines in the several months to harvest and determined a par at harvest only. In winter wheat the change in acreage declared each May was entirely ignored in the figuration of the probable result from conditions given in December and April. In the change, each month is to be treated separately and closer approximations will be arrived at.

"In explanation, taking winter wheat the past five years, we find 160,525,200 acres sown and but 145,880,518 acres harvested. The abandoned area was 14,644,682 acres. The yield per acre on sown acreage was 12.8 bus., and from harvested acreage 14.15 bus. April conditions are on the sown area and in five years have averaged 86.65—a par from a yield of 12.87 bus. and this average condition is 14.85 bus.

"The April condition in 1907 of 89.9 suggested 13.35 bus., and applied to the same area of 31,665,000 acres a crop of 422,728,000 bus. The method abandoned declared 493,974,000 bus. The latest official indication was for 409,500,000 bus.

"In May the condition of 82.9 was given on 28,132,000 acres remaining. The suggestion from May conditions and resultant yields in past five years of 13.68 bus. per acre was for a crop of 385,000,000 bus. The trade expectation is that on revision of the preliminary estimate this measurement of the winter wheat crop will be near the fact. In five years the conditions have averaged for April 86.65 on sown area, and May 85.8, June 80.84 and July 80.56 on the acres remaining after expressed abandonment.

"The change will do away with those varying estimates that puzzled traders in the past who accepted the figurations of others rather than indulge in a little personal arithmetic. It is natural if one wished to determine a crop from acreage and condition given for any month to revert to past seasons and see what results followed conditions in like months in the past. Five seasons are best for use and all sufficient for a proper approximation. What pertains to wheat is applicable to the other grains."

Grain Units in Europe.

Grain is quoted at Liverpool by the cental of 100 lbs.

London quotes wheat by the quarter of 480 lbs.

In Glasgow, Scotland, wheat is sold by the boll of 240 lbs.

The cental has made no headway outside of Liverpool; and thruout England home-grown wheat is sold per quarter of 504 lbs.

In the leading grain markets of the Continent the kilo or kilogram is the unit, and is equal to 2.2046 lbs. The unit of the customs is the quintal of 100 kilos.

In Germany the 100 kilo unit is known as the doppelzentner, 50 kilos being known as a zentner.

In Austria the 100-kilo weight becomes the metercentner.

Another unit in use in Berlin and Hamburg is the 1,000-kilo weight.

Odd weights are found at Liverpool for other grains than wheat. Feed barley is sold by the bu. of 60 lbs. and malting barley by the bu. of 56 lbs. The bushel of oats is 45 lbs. The quarter of barley is 400 lbs. and the quarter of oats 312 lbs.

Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice for the seven months prior to Aug. 1 have been 172,937,326 lbs.; against 207,863,991 lbs. for the corresponding months of 1906.

Exports of rice, rice meal, rice flour and broken rice for the seven months have been 14,846,000 lbs. of domestic and 5,041,000 lbs. of foreign origin; against 16,873,500 lbs. of domestic and 6,020,000 lbs. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Buro of Statistics.

Exports of Breadstuffs.

Our exports of breadstuffs for the eight months ending Sept. 1 have included 35,030,935 bus. of wheat, 67,109,429 bus. of corn, 1,102,177 bus. of oats, 715,425 bus. of rye, 2,634,065 bus. of barley and 9,855,159 bbls. of wheat flour; compared with 23,553,802 bus. of wheat, 80,488,000 bus. of corn, 23,195,812 bus. of oats, 1,001,314 bus. of rye, 9,108,148 bus. of barley and 8,696,905 bbls. of wheat flour for the corresponding eight months of 1906. The total value of breadstuffs exported during the eight months was $110,519,438; against $111,618,167 for the corresponding eight months of 1906, as reported by O. P. Austin, chief of the Buro of Statistics.



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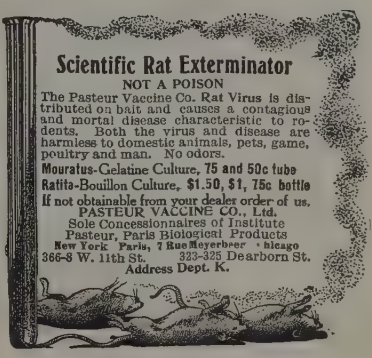
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JACKSON, MICHIGAN

Supply Trade

The Lazier Gas Engine Co. is getting out a unique catalog. It will contain exact reproductions of the detailed working blue prints which are used to construct the engine in the shops.

A disastrous fire in the office of The Wolf Co., Kansas City, Mo., destroyed considerable property and badly damaged the furniture which had to be covered with tarpaulins during the conflagration.

The McDonald Bros. Pitless Scale Co. expects to establish a factory at New Castle, Ind., where all east of the Mississippi business will be handled. Business west of the river is cared for at Pleasant Hill, Mo.

Picketing by labor unions received a death blow recently in Wisconsin when the Supreme Court handed down a decision that such a system is illegal, when objection is made by any firm employing workingmen.

The many friends of Fred Cranson, secretary of the Huntley Mfg. Co., Silver Creek, N. Y., will be pleased to learn that he is rapidly recovering from the operation on his leg and will soon return home from the sanitarium at Clifton Springs, N. Y.

A huge vat of boiling rubberoid exploded in the factory of the McIlroy Belting Co., Chicago, recently, and endangered the lives of the employees. The liquid caught fire and threatened to destroy the building but quick work by fire department saved premises with little loss.

The man who went out to milk and sat down on a boulder in the middle of the pasture and waited for the cow to back up, was a brother to the man who kept a store and wouldn't advertise because he reasoned that the purchasing public would back up to his place of business when it wanted something.—Commercial Union.

The Standard Scale & Supply Co. announce its recent success in securing the exclusive control of the sale in this section of the product of the "NEW WAY" Motor Co. The line consists chiefly of strictly modern Air-Cooled Gas and Gasoline engines of various sizes. A. P. Simpkiss, local manager, has just returned from Lansing, where he completed a thoro inspection of the plant and the process of manufacture which has convinced him as to the quality and merits of the new line they intend to represent in this market.

In celebrating its 10th anniversary the Grain Shippers' Mutual Fire Ins. Co. has issued a statement of its ledger assets Sept. 16, 1907, which follows: Real estate, home office, $6,058.62; bills receivable, not due, $135.90; furniture and fixtures, $1,889.54; agents' accounts. $3,500; due from other companies. $1,900; assessments on risks written before July 1, '07, not due, $10,200; advance assessments in course of collection, $4,000; cash in treasurer's hands, $12,342.67; cash in secretary's office, $1,253.40; total, $41,280.13; besides reinsurance paid up, $17,110; risks in force, $6,600,000; losses paid since Jan. 1, '07, $31,857.93.

The Hess Warming and Ventilating Company reports an unusual demand for driers, due to the fact that the corn crop in almost all sections is immature, soft and green. It is apparent that enormous quantities of grain will require drying during the coming winter, and the high prices will afford very substantial profits in handling the off grades. Among recent purchasers of Hess Driers are Stevens Scott Grain Co., Wichita, Kan.; Standard Milling Co., two driers, Clarksburg, W. Va.; Waverly-Sayre Co., Waverly, N. Y.; H. A. Klyce Co., Dyersburg, Tenn.; Halsted Bros., Brookston, Tenn.; Seeds Grain & Hay Co., two driers, Columbus, Ohio; Risser-Rollins Co., Kankakee, Ill.; Ohio Cereal Co., Circleville, O.; Sioux City Seed & Nursery Co., Sioux City, Iowa; Buffalo Cereal Co., Buffalo. N. Y.

"What Happens when Advertising Stops" is the title of a little booklet recently issued by the Minneapolis Steel & Machinery Co. The article which composes the pamphlet is reproduced from the June issue of the Philistine. The story interestingly recounts the popular history of the Mammoth Cave and brings out the point that in the sixties the Cave was one of the most noted scenic features in the world, and men of repute who had not visited it were not eligible to aristocratic society. The point which Elbert Hubbard makes in recounting the story about this wonder of creation is that when the advertising man died, interest in the Cave became dormant. What the Minneapolis Steel & Machinery Co. intends to demonstrate is that its business shows "no Mammoth Cave symptoms" because an average of ten Corliss engines per month have been shipped from its shops.

A machine that will think automatically is manufactured by the Automatic Weighing Machine Co., Newark, N. J. It is used for weighing malt, grain, rice, corn and in fact everything that needs to be weighed in a mill or elevator. It is different in price and principle from other automatic weighing machines on the market, and is essentially accurate. It is capable of weighing from 15 to 360 pounds and will dump from 300 to 360 loads per hour. This machine may be set to load say, 2,000 tons, and when that amount of grain has been delivered the machine locks and can only be started by an operator. The price of the Automatic Weighing Machine is higher than others on the market but the manufacturers believe that the life of the machine is longer than any other and are willing to demonstrate it. The machine may be either purchased from the company or leased as the elevator operator may desire.

Monarch Attrition Mills.

Monarch Attrition Mills are made in Muncy, Pa. Eight large buildings, with the ninth in process of construction, equipped with the latest and best machinery procurable, shelter several hundred men as they literally grind out these tenacious little machines.

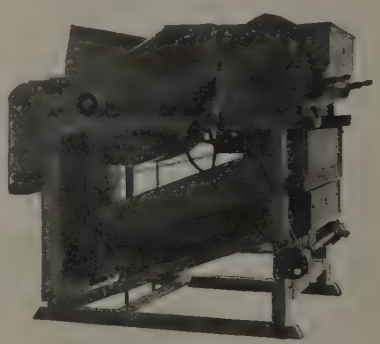
The Monarch consists of two fast running heads, operating in opposite directions, to which are bolted grinding plates. It is supposed great care is exercised where watches are manufactured but after an investigation of the method, care and skill that is combined to precisely grind attrition plates to uniform size and thickness, one learns that even in manufacturing such a cumbersome machine as the attrition mill only perfection is tolerated.

The double operation of the mill, that is the two parts running in opposite directions assures a maximum amount of grinding power, and at same time enables the operator to regulate very precisely the coarseness or fineness of the product.

Particular attention is paid to the bearings of the Monarch. This is a vital spot, for where high friction is apt to prevail there is usually trouble. The inner shells of the bearings are of phosphor bronze, a very high priced material, yet its use insures satisfaction. In fact many pages might be devoted to describing this machine. For further information the Journal refers its readers to Sprout, Waldron & Co., who will forward upon request a beautifully illustrated catalog describing same.

Time Saving Grain Cleaner.

Men are beginning to learn that anything which saves time is a profitable investment, so in every commercial avenue we find inventions of sundry devices to help economize the minutes in a working day. The elevator operator is not immune from this principle, and consequently he is demanding machinery that will do work satisfactorily, and at the same time do it with despatch. The Invincible Grain Cleaner Co. noted this, so in addition to installing elevator hoists and getting special tools to assist its hundred employees in quickly making various machines for the grain dealer and miller, it has just placed on the market a machine, illustrated herewith, which might be called *twins*, for it is two in one, designed to clean different kinds of grain without changing screens or stopping, when in operation.



This company manufactures many machines of interest to elevator operators, but three are especially noteworthy. The first is the Invincible Double Receiving Separator, the second, compound-shake Dustless Double Receiving Separator, and the third, just on the market, the Invincible Compound Shake Dustless Corn and Grain Cleaner.

The first machine is a good separator and hundreds of them have been marketed, but it will not stand steady when in motion. It is a cleaner however that cleans. The second machine will stand perfectly still when in operation and may be placed anywhere in the elevator without being braced.

The third machine has been manufactured to meet the demand for a cleaner that will clean two or more kinds of grain without stopping to change screens. It is a modern compound shake type of separator divided into two parts, so arranged that each part carries half of the load of grain. While one part moves

in one direction, the other part moves in the opposite direction, creating a perfect counter-balance. The machine sets quietly under all conditions and needs no bracing to keep it from shaking.

When operator desires to change cleaner from one kind of grain to another he just changes valve at head of shoe so that grain is transferred to top or lower screen as may be desired. This may be done quickly while machine is in motion. The valves controlling the air chamber may be moved, if different grain requires different volume of air.

All machines are equipped with automatic feeding arrangements, very simple, but entirely efficient. The machine was not designed to take the place of any other cleaner, but to satisfy the elevator operator's demand for more work without increase of power.

The New Ohio Corn Sheller.

Broken corn and bits of cob will reduce the grade of corn. These of course can be nearly all removed by a corn cleaner, but as "an ounce of prevention is worth a pound of cure" it is to the advantage of the eltr. man to have a sheller that will shell without breaking the kernels and cobs. Every broken or cracked kernel makes just one less to go in with the good, hence it behooves the grain man to have modern up-to-date machines which will reduce this shrinkage to a minimum.

A new corn sheller has just been put out by the Philip Smith Mfg. Co., of Sidney, O. This sheller retains all of the features of the old sheller manufactured by this firm, with three improvements, namely, a fan discharge, adjustable casing and the discharge opening.

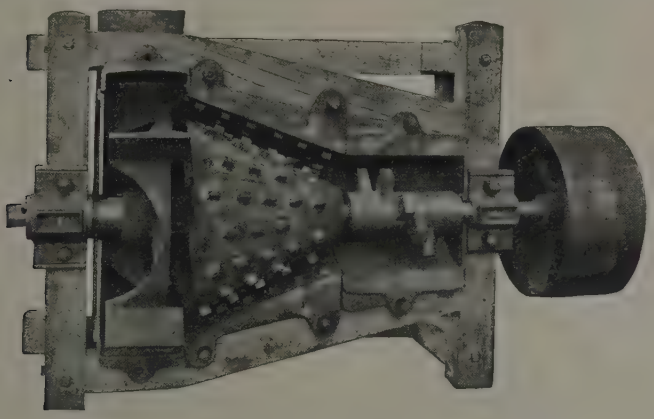
The new Ohio sheller is heavier and more durable than the old, with all parts interchangeable. The fan discharge is on the same shaft and separate from the shelling cylinder. The discharge casing is adjustable to any position and can be set on a level with the boot, hence no need of a pit or expensive hopering which in itself is a big saving.

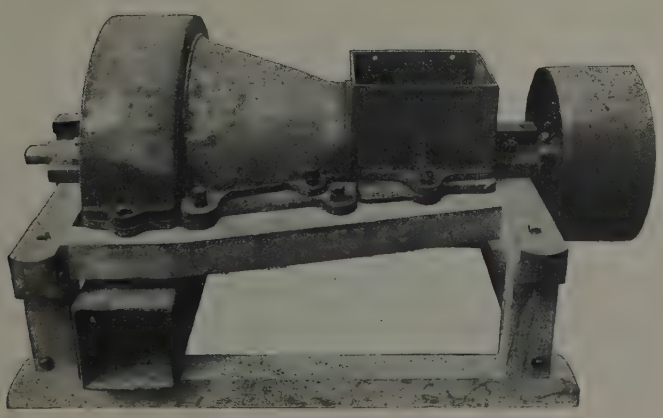
The casing is removable with an opening at the end so the fan is easily accessible at either top or bottom. The sheller has a screw feel. All castings are heavy and separate from each other on the shaft; therefore, if some foreign material gets fed into sheller and breaks a lug or part of the fan, it would be necessary only to replace one casting.

The cuts shown herewith illustrate the new Ohio sheller; further information can be obtained by writing the company.

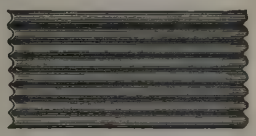
A society at Rosario, Argentina, has been authorized by the government to erect a grain elevator costing $182,000.

Just as oats advanced some 15 cents after it was thot the shortage was fairly discounted by price, so corn will advance at the time of ingathering without more bad weather. It is for this reason that I have all the time advised buying corn on little breaks and holding till the final roundup. Do that.—E. W. Wagner.





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Supreme Court Decisions

Demand for Possession Under Threshers' Lien.—It was not necessary, before suing for the conversion of wheat upon which plaintiff had a lien, that he demand possession of the grain where a demand would have been wholly ineffectual.—Hahn v. Sleepy Eye Milling Co. Supreme Court of South Dakota. 112 N. W. 845.

Recovery on Negligent Emission of Sparks.—One to recover for a fire set by sparks from a locomotive because improperly constructed or negligently operated must prove negligence in using a defective locomotive or negligence in the operation thereof.—Hawley v. Sumpter Valley Ry. Co. Supreme Court of Oregon. 90 Pac. 1106.

Parol Warranty of Machine's Capacity.—Where a written contract for the purchase of machinery was complete and entirely free from ambiguity, and it was not contended that any false or fraudulent representations were made to procure its execution, the purchaser cannot claim a breach of a parol warranty concerning the capacity of the machinery.—Barry-Wehmiller Machinery Co. v. Thompson. Supreme Court of Arkansas. 104 S. W. 137.

Damages for Defective Seed.—In an action to recover damages resulting from the selling by defendant to plaintiff of defective seed which was so full of harmful seeds that the crop raised was worthless, the expense of refitting the ground and the cost of seed for the second sowing were proper items of damage.—Depew v. Peck Hardware Co. Supreme Court of New York, Appellate Division. 105 N. Y. Sup. 390.

A mutual assessment insurance policy provided that no suit should be brought thereon until an assessment had been made, or until insured had taken such steps as were necessary to compel the assessment. After loss the company denied all liability. Held that insured could sue on the policy before bringing an action to compel an assessment.—Thompson v. Piedmont Mut. Ins. Co. Supreme Court of South Carolina. 58 S. E. 341.

Suit on B/L.—A railroad company, which in its B/L has agreed to deliver goods to a connecting carrier and which does deliver a portion of the goods to the connecting carrier, the remainder of the goods being lost, may be sued for the shortage, as a breach of the contract of carriage, in the county in which it undertook to deliver to the connecting carrier.—Askew & Co. v. Southern Ry. Co. Court of Appeals of Georgia. 58 S. E. 242.

"Order Notify" Sale is Executory.—"The main thing to be considered is the intention of the parties." Shepard v. King, 23 S. E. 114, 96 Ga. 84. Where title to personal goods is retained by the vendor by attaching a bill of lading, "order notify," to a draft for the purchase price of such goods, delivery is postponed until after payment, and the contract of sale is executory.—Dilman Bros. v. Patterson Produce & Provision Co. Court of Appeals of Georgia. 58 S. E. 365.

Speculation in Futures—Actual Delivery.—A place where futures are bought and sold on margins is a gaming house. (a) This is true, although "the contracts are telegraphed out of the state," if the actual wagering or the settlement of the wagers take place in this state. (b) The Boykin act (Acts 1906, p. 95) has withdrawn from the business of dealing in futures on margins whatever legislative sanction there was to be implied from the fact that by the tax act of the state a license tax had been imposed upon "bucket shops." (c) An assertion, although made in each transaction, by the customers of an office where futures are bought and sold, that actual delivery is contemplated and understood in all cases, will not prevent the keeper of the office from being guilty of maintaining a gaming house, if as a matter of fact the customers, throughout a continued course of dealings, do not make, tender or accept actual delivery, but, through the proprietor of the office, settle their winnings and losses in money. The actual facts of the case must override the contradictory alleged contemplation of the parties.—Anderson v. State. Court of Appeals of Georgia. 58 S. E. 401.

Negotiability of B/L.—Presentation.—B/L upon which is stamped the words "not negotiable, unless delivery is to be made to the consignee or order," is exempt from the provision of section 7649, Gen. St. 1894, and the rights of parties thereunder are determined by common-law principles. If a railway company, after issuing such a B/L, delivers the goods to the consignee named therein, without requiring the B/L to be produced, it does so at its peril.—Barnum Grain Co. v. Great Northern Ry. Co. Supreme Court of Minnesota. 112 N. W. 1030.

Injury by Defective Wagon Scale.—Where plaintiff was injured by a defective wagon scale constructed in a street outside of the traveled portion, which scale was being used at the time by the city in connection with plaintiff's employment, plaintiff, in departing from the traveled part of the highway onto the scale, ceased to be a traveler and was not entitled to recover against the city on a count only charging defendant's failure to perform the duty it owed plaintiff as a traveler.—O'Neil v. City of New Haven. Supreme Court of Errors of Connecticut. 67 Atl. 487.

Shipper Holds Recovery in Trust.—While, in the absence of a contract, a person who has no property, general or special, in goods, cannot sue in his own name, in tort, for the destruction of such goods by a carrier, nevertheless the contract need not be in writing, but may be implied from delivery and acceptance of the goods for shipment, and the consignor may sue for the loss or non-delivery, though he be but a bailee. "He has such a special property in the goods as to give him a right of action." Great Western R. Co. v. McComas, 33 Ill. 185. The shipper, if not the owner, holds the recovery in trust for the true owner.—Southern Ry. Co. v. Johnson. Court of Appeals of Georgia. 58 S. E. 333.

Bailment—Demand.—When property in the custody of a bailee for hire is demanded by a third person under color of process, it becomes his duty to ascertain whether the process is such as requires him to surrender. If the proceeding is illegal or void, it is the right and duty of the bailee to refuse to surrender the property of the bailor committed to his care. It is his duty to offer such resistance to the taking, and to adopt such measures for reclaiming it, if taken, as a prudent man would if his own property had been demanded and taken under a claim of right without legal process.—Morris Storage & Transfer Co. v. Wilkes. Court of Appeals of Georgia. 58 S. E. 232.

Stifling Competition.—Plaintiff and defendant, being purchasers of cotton in the same district, agreed that each should pay the other one-sixteenth of a cent a pound on all cotton purchased by them in the district, and that plaintiff, when desiring to purchase cotton for certain mills at a specified price, was to first notify defendant and give defendant the option of furnishing the cotton at the price named, and, if defendant could not furnish the cotton at such price, then plaintiff was at liberty to purchase from others. Held that the contract was void as in restraint of trade.—J. H. Arnold & Co. v. Jones Cotton Co. Supreme Court of Alabama. 44 South. 662.

Western Elevator Co.'s Plant at Redwood Falls, Minn.

Redwood Falls, Minn., is the county seat of Redwood County, and altho at the terminus of a branch of the C. & N. W. Ry., it has four elevators, one of which is owned and operated by the Western Elevator Co. of Minneapolis.

This district was formerly a great wheat belt, but present indications point to diversified farming in the future, as farmers complain that the yield and grade of wheat doesn't pay. Some, however, are experimenting with a new wheat sent out by the Minnesota experiment station, and of course if this proves paying grain they will continue to grow wheat.

The Western elevator was built in 1895 by W. B. Parson, of Dodd's Center, Minn., who is now first vice-president of the company. This plant, which is illustrated herewith, is equipped with the Fairbanks hopper scale, Fairbanks dump scale, one leg with distributing spout in cupola, which diverts the grain to any one of its eleven bins. Power is furnished by a six-horse power Fairbanks-Morse gasoline engine. The house is operated by A. W. Ziemer, who has had charge of the plant for the last eight years. He was buying grain at the same station five years before taking charge of this plant, hence is an experienced operator. Mr. Ziemer takes special pride in keeping his elevator in prime condition, and has everything arranged systematically and in order. The company also enjoys an excellent coal trade at this station.

Creditors of E. L. Harper, who wrecked the Fidelity Bank of Cincinnati in his attempt to corner wheat many years ago, will have to wait longer for the promised settlement, a receiver having recently been appointed for Harper's company, the Union Iron & Steel Co.



The Western Elevator at Redwood Falls, Minn.

Books Received

DODDER IN RELATION TO FARM SEEDS.—On account of its parasitic nature dodder is the most dangerous weed in alfalfa and clover fields, and on account of the large quantity of low grade seed containing dodder imported from Europe the Bureau of Plant Industry has just published a bulletin by F. H. Hillman, asst. botanist, seed laboratory, describing and illustrating the various kinds of dodder, naming the kinds of seeds infested with dodder and describing tests for the presence of dodder in seeds. Farmers Bulletin No. 306; 27 pages; U. S. Dept. of Agri., Washington, D. C.

EXPERIMENT STATIONS.—The annual report of the office of experiment stations for the year ending June 30, 1906, is an interesting summary of the work being done by the state and federal governments in promoting agriculture. More than 1,000 institutions in 50 countries are now engaged in investigations bearing directly on agricultural problems. Under the Adams Act the federal government is coming into close touch with the state institutions which share in the Adams fund of the national government. The Adams Act was passed Mar. 16, 1906, and provided for an increased annual appropriation for agricultural experiment stations. While the work of the stations covers the entire range of farm products, experiments in cereal production have been made by the following stations: By the Connecticut station in corn breeding; by the Illinois station in breeding corn, wheat, oats and clover; by the Indiana station on flax rust; by the Iowa station in breeding wheat, corn, alfalfa, clover, oats and grasses; by the Kansas station in the adulteration of alfalfa seed and the development of a method for the detection of Canada blue grass in Kentucky blue grass seed. The Kansas station is also about to undertake experiments by the Svalof method in breeding, milling, chemical and baking tests of Kansas wheats. Clover diseases are receiving attention thru co-operative experiments of the Kentucky station. The Michigan station has been distributing improved strains of oats and wheat thruout the state. The Minnesota station has completed a 10-year series of field tests showing that rapid and heavy losses of humus and nitrogen result under exclusive grain growing, while under stock farming and crop rotation these losses are minimized. The New York Cornell station has continued variety testing of alfalfa, Indian corn and dwarf milo maize. The North Dakota station has continued the study of the wilt and rust of flax, and plant breeding of wheat and flax. The corn breeding work of the Ohio station is assuming considerable importance, and the botanist has carried on the breeding, and crossing of wheat, oats and corn. The South Dakota station has been making tests of about 40 varieties of durum wheat and with the introduction of rust resistant strains of alfalfa, millet and clover. The Wyoming station has shown that oats, barley, wheat, rye and other cereals can be successfully grown under conditions formerly thought to debar successful farming. Illustrated; 430 pages; cloth. U. S. Dept. of Agri., Washington, D. C.

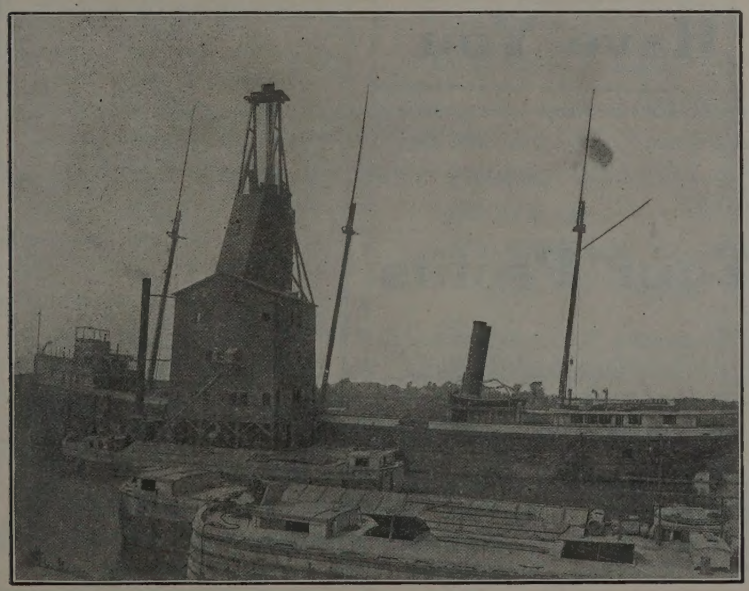
Floating Elevator.

In the development of the grain trade at Buffalo, N. Y., the old-time floating elevator, which is illustrated in the engraving herewith, has passed out of existence.

Floating elevators were used to transfer the grain from the holds of the lake steamers directly into canal boats. Now the lake freighters are unloaded directly into the elevators.

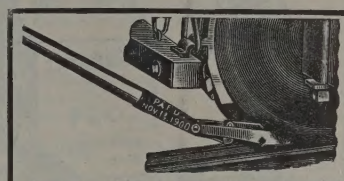
At the seaboard, on the contrary, the floating elevator fits into the modern methods of handling the large ocean-going steamships. Their service at the seaboard is to put grain aboard the steamer without interrupting the loading of other cargo while at the dock.

A floating elevator at a seaport will elevate grain from a canal boat, a coasting schooner or a lighter. At Baltimore the service is performed for schooners; at New York for the Erie Canal boats and lighters and at other ports for lighters from the terminal elevators of the railroads.

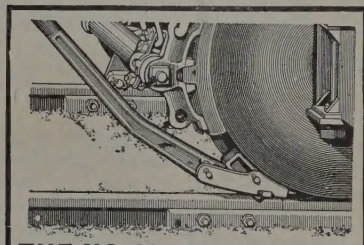


Floating Elevator Transferring Grain from Steamer to Canal Boat.

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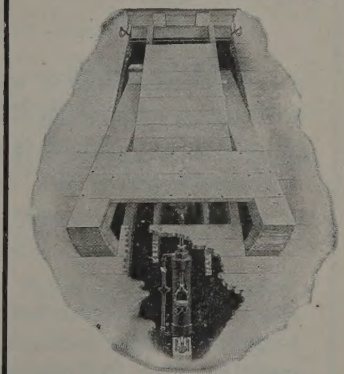


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Wrote $5,348,463.75 Insurance last year.
Paid $110,724.14 in losses last year.
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Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

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Admitted Ledger Assets	816,478.39
Six Months' Assessment in course of collection, over	25,000.00
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Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
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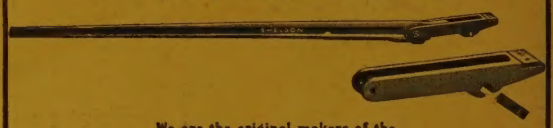
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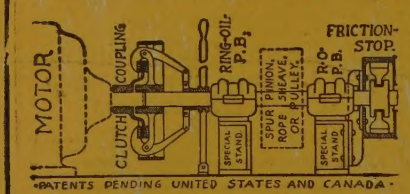
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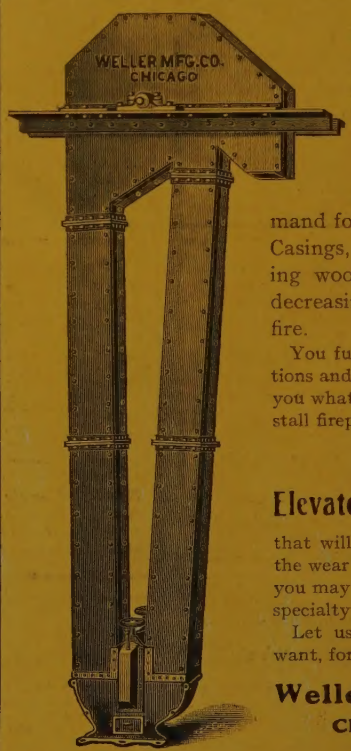
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